

CYCLE NEWS[®]

WEST

**Volume XXI : Number 34 :
September 4, 1985**

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1986 Motocrossers



***Washougal National MX:
Ward takes 250cc
Championship***

***Camel Pro Indy Miles:
Graham, Parker
split wins***



***Sears Point Pro/Am
road race:***

***Schwantz beats
Merkel again***

**Plus: Jack Pine National
Enduro; Fabulous Speed Boys win WERA
endurance road race in Atlanta; Team Ontario
and Team Moto Guzzi win AMA/CCS endurance road races
at St. Louis, Mid-Ohio; Black Hills Motorcycle Rally and Races;
AFM/ Kerker Superbike Series; speedway; local racing and much more!**



America's weekly motorcycle newspaper

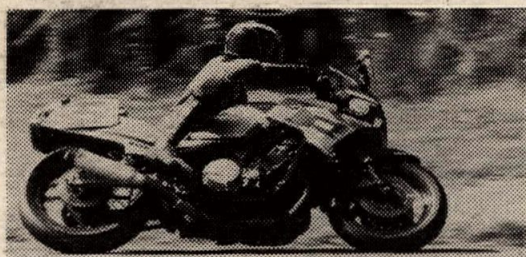
How the FZ750 an overnight s

Since we introduced the FZ750, it has become an overnight success. Both literally and figuratively.

Figuratively because only 56 days after its introduction, it began winning races.

And literally because Team Speedboys (Larry Burkholder, Bob Frank, Marc Heiser, Jim Tribou and John Yurejefcic) rode one to victory in the 24 Hours of Nelson Ledges endurance race. One day and one night in lovely Warren, Ohio left much of the competition's machinery in shambles. But the FZ750 rolled up 999 laps for a total of 1,998 racing miles with nothing more than a few tire changes.

The Speedboys then went on to Atlanta where they piloted their FZ750 to another win, this time in an eight-hour endurance race.



Meanwhile, Jim Vreeke took first aboard yet another FZ750 in the Kerker Series Superbike race at Willow Springs.

And Ricky Orlando and Kirk Dimick used an FZ750 to capture the 12th Annual MRA Aspen Six-Hour Road Race in Aspen, Colorado. In fact, another FZ750 took second and an RZ350 took third.

So you can see that the FZ750 will endure just about anything. Except losing.

YAMAHA
We make the difference.™



750 became success.



CYCLE NEWS

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America's weekly
motorcycle newspaper

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ON THE FRONT PAGE: Suzuki, KTM and Kawasaki have released their line-up of 1986 motocrossers, including the RM250 (top), the all-new KTM 80MX (center) and the radical KX125. For a look at the new MXers, see page 14.

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Voices

Indian Dunes

Sorry to be the bearer of bad news but Indian Dunes has confirmed that they will not re-open because of liability problems and perceived legal expense despite our many efforts to assume responsibility.

I have directed Ralph Cryder, Los Angeles County Parks and Recreation Director to continue our search to utilize funding to increase our ORV opportunities.

MICHAEL D. ANTONOVICH
Supervisor, Fifth District
Board of Supervisors
County of Los Angeles
Los Angeles, CA

ATV hearings

I attended the CPSC's ATV safety hearing in Concord, New Hampshire. What an education!

I must confess that before hearing Stuart M. Statler, I felt that he couldn't possibly be as bad as the press said (after all, the press was on the side of the ATV people). Well, Statler is worse than any paper has printed.

In his opening statement, he said, "... it appears that the configuration or design makes them unreasonably dangerous." (Of course he's not supposed to pass judgment until these hearings are over.) Statler is determined to find fault with the design despite testimony by manufacturers, riders, dealers, and doctors and nurses. Doctors testified that many of the injuries could have been prevented by the use of helmets, boots, etc. But despite all the testimony, Statler insisted on grilling everyone about the design — calling them an *unforgiving vehicle*.

Then he had the nerve to walk out on the hearing after we dealers gave our presentation. The dealer panelists pointed out safety and education as the key to reducing injuries. Statler insisted we had a communication problem and stormed out of the hearing.

The only communication problem is his; he isn't hearing what he wants to hear, and therefore he hears nothing.

Perhaps as frustrating as the end-

ing was the fact that only a handful of dealers (other than the panelists) showed up. What is wrong with all those dealers who are selling ATVs as fast as they can get them? Apparently, no one thinks that the threat of a ban is serious? Or all the other regulations Statler is suggesting? Come on dealers, *wake up!*

This hearing woke me up to many things. Statler is a real threat. The government hearings may exist, but they need people to get involved. Dealers and people should attend just to see what goes on.

Believe me, it's an education.

DONNA M. OSOWSKI
Bob's Cycles
Southbridge, MA

Letter from California Assemblyman Ferguson

The lack of off-highway vehicle safety is becoming a serious problem. Injuries are common and some parks are threatened with closure because of lawsuits by injured drivers and riders.

The dramatic increase in all-terrain vehicle accidents from approximately 8550 in 1982 to more than 54,000 in 1984 demonstrates the need for better OHV safety programs. Safety education programs would benefit OHV owners.

For these reasons, the Legislature is considering AB2235 which would allocate up to \$300,000 of off-highway vehicle funds for voluntary OHV safety education programs.

A second bill affecting OHV owners is AB1201. This measure would permit local authorities to designate combined-use highways which regular highway vehicles and OHVs could both safely use for up to three miles.

AB1201 would permit OHVs to access recreation, lodging, and service facilities that cannot be reached under current laws which prohibit ORVs on highways without DMV identification plates or registration.

Finally, the Off-Highway Vehicle Recreation Division of the Department of Parks and Recreation is in the process of acquiring 47,000 acres in Fresno, known as the Martin Ranch, for an ORV park.

The \$7.5 million development would more than double the state's OHV parkland. OHV owners are enthusiastic about this project and are awaiting results from an Environmental Impact Report studying the proposal. If the acquisition is approved, the new park should open the end of this year.

As your Assemblyman, I am concerned about the needs and interests of OHV owners. I encourage you to express your opinions to me.

GIL FERGUSON
Member of the Assembly
70th District
State Capitol
Sacramento, CA 95814

Assemblyman Ferguson recently sent this letter to one of his constituents ... Editor.

Ward at Rose Bowl

At the Rose Bowl, Jeff Ward rode backwards on the track after crashing during his qualifier. He was protested, but the protest was thrown out.

Jeff Ward has been ripping the National and supercross circuit to pieces all year long, and has become one of the fastest riders of the 1985 season.

But Ward made a mistake at the Rose Bowl. The same mistake that Glover made at Carlsbad this year and Magoo made at Saddleback in '83. Both Glover and Magoo were disqualified for their mistakes.

If O.J. Simpson ran a touchdown from end zone to end zone to win the game, but made the mistake of stepping out of bounds, the touchdown would not be allowed.

Let's get professional, AMA, and stay consistent! When the rules were broken on the fourth down, you should have given the ball to Glover.

My sincere congratulations to both riders for a fine season of exciting racing.

DREW LIEN
President, 100% Products
Canoga Park, CA

F-1 sideshow

I just read about F-1 being relegated to "sideshow status."

I was lucky enough to be at Laguna Seca this year and saw Kenny, Randy and Mike do their thing. Can you imagine what it would have been like if Freddie and Eddie had been there too?

I can't imagine any of these guys riding a support race and I don't blame them. Does this mean we won't see any of them race in this country again? We have the best riders in the world, on the most exotic machinery, but no place for them to ride in their own country. What a shame.

Why not try to build up Formula One, bring some Europeans over and work on a world championship round.

Superbikes are great but F-1 is the cream.

LOU SNEDDEN
Elkhorn, KY

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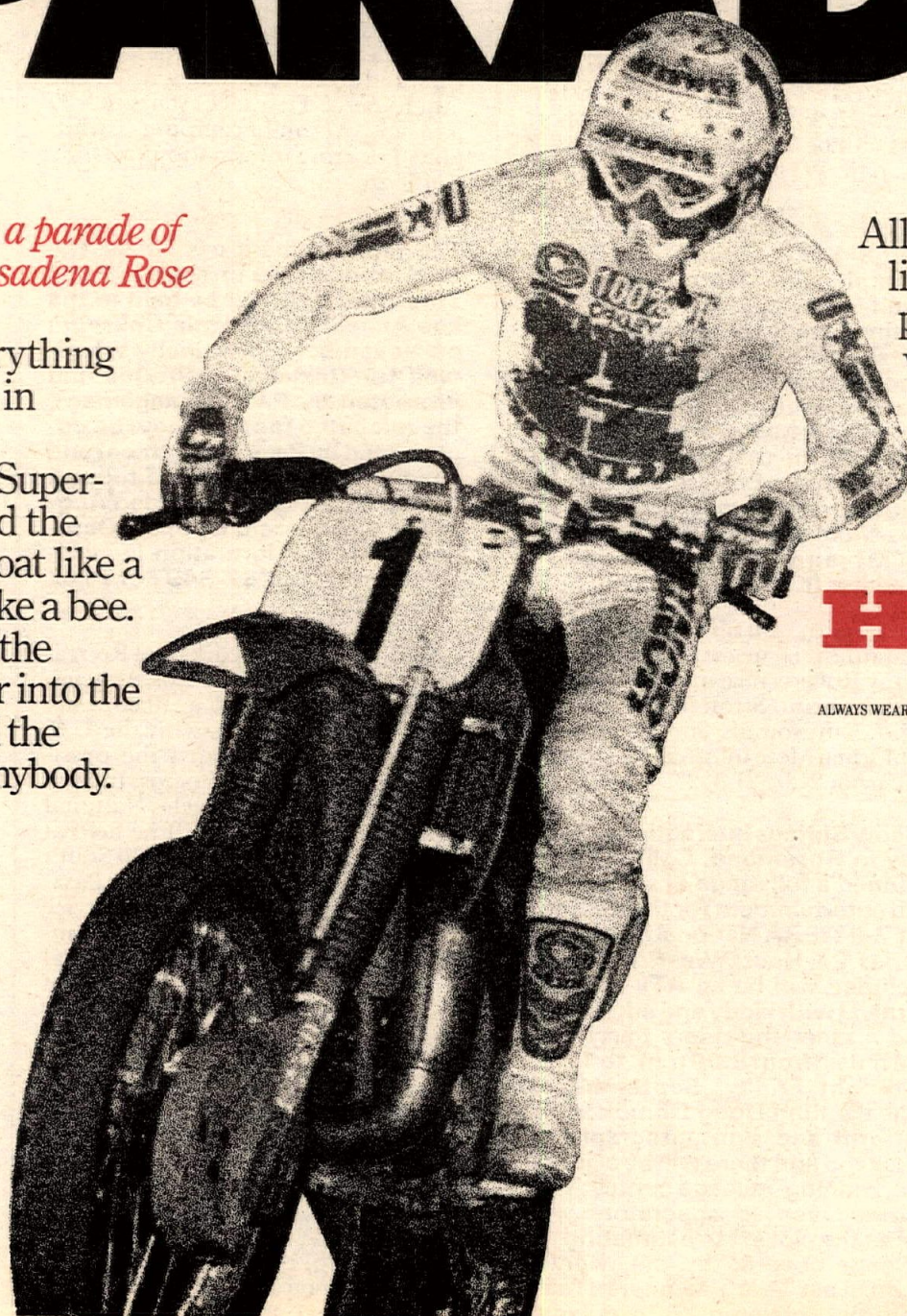
TEAM HONDA LEADS ROSE PARADE.

Johnny O'Mara leads a parade of riders to victory at Pasadena Rose Bowl Supercross.

For Johnny O, everything was coming up roses in Pasadena.

At the Rose Bowl Supercross, O'Mara showed the competition how to float like a butterfly. And sting like a bee.

He smoked 'em on the straights. Dove harder into the corners. And handled the whoops better than anybody.



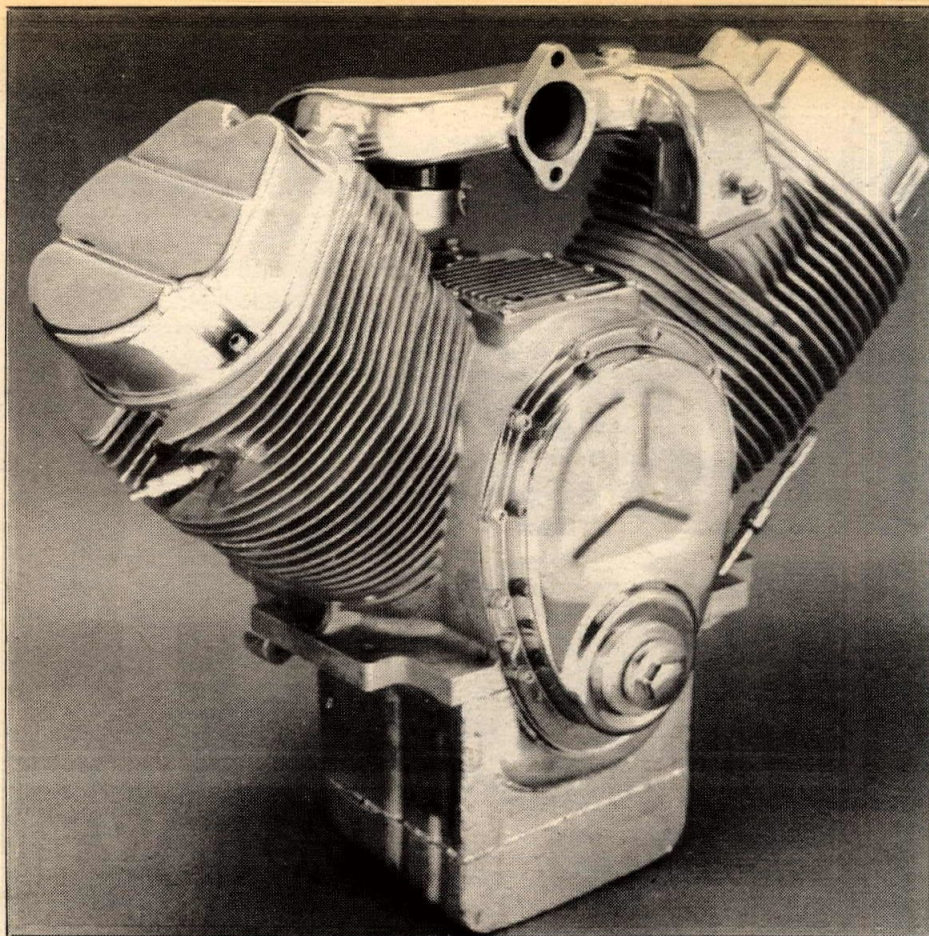
All thanks to his RC250, with its liquid-cooling, Pro-Link™ rear suspension and front disc brake with dual piston caliper.

Of course there's a lesson here. Don't just join the parade.

Get on a Honda. Then take the lead.

HONDA 
FOLLOW THE LEADER

ALWAYS WEAR A HELMET AND EYE PROTECTION, © 1985 American Honda Motor Co., Inc. (8/85)



Nostalgia-cycle of Huntington Beach, California has introduced this 1541cc 90° "SuperVee" V-twin based on a small-block Chevy. The engine weighs 40 pounds less than a Harley-Davidson Shovelhead, makes 100 bhp, sells for \$1895 (less carburetor and distributor) and will fit into a modified Harley-Davidson frame; Nostalgia-Cycle also sells swingarm and rigid custom frames to accept the SuperVee. More information is available from 714/891-6263.

The Latest **POOP** BY PAPA WEALEY

Speed Week at Daytona next March will not include any Formula One events, according to sources inside Daytona International Speedway. The Speedway, which changed the traditional Daytona 200 road race from a Formula One to a Superbike event this year, will drop the Friday-afternoon Formula One support race run in 1985. Instead, a 50-mile Superbike heat race with a \$25,000 purse will be run on Friday afternoon, with the \$150,000-purse Daytona 200 Superbike race held Sunday afternoon. Practice for Superbike and Formula Two events will be held on Tuesday and Wednesday, with qualifying for Superbike on Thursday. All amateur events will be run on Monday of Speed Week and the previous Sunday; amateur events in the past were held on Wednesday of Speed Week.

The National Motorcycle Retailers Association will hold its second-annual State Leaders Conference in Old Town Alexandria, Virginia on October 1-3. Topics covered at the conference will include association management techniques, a "Ride for Liberty" presentation, dealer liability/negligence/implied warranty claims, ATV safety and the CPSC, the introduction of a new dealer liability manual, a franchise law update, how to initiate franchise legislation on the state level and wage/hour compliance issues. More information is available from the NMRA at 202/682-1558.

ESPN will air the Fram/Autolite Supercross Special, featuring the August 17 Miller High Life Supercross Finals at the Rose Bowl, on September 5 at 6:00 p.m. Pacific Daylight Time and on September 8 at 3:00 p.m. PDT. Those programs will feature the 250cc class; the 125cc support class will be featured on August 31 at 9:30 p.m. PDT.

Belgium's Andre Malherbe (Hon) went 3-1 at the final 500cc World Championship Motocross Series round in Switzerland, August 25, beating Swede Leif Persson's (Hon) 2-2 score. Britain's Dave Thorpe (Hon) wrapped up the 500cc World Championship with 1-6 finishes. Thorpe beat Malherbe by 10 points, 388-378, in the final standings. Third went to Erik Geboers (Hon) followed by Gorges Jobe (Hon), Kurt Nicol (KTM), Andre Vromans (KTM) and Danny "Magoo" Chandler (KTM).

Agajanian Enterprises' Chris Agajanian is negotiating to have Kenny Roberts race in the September 29 Sacramento Stroh Mile at the Cal Expo Fairgrounds in Sacramento, California. More information is available from 213/321-5323.

Willow Springs International Raceway in Rosamond, California has planned a full range of side events and entertainment for the September 7-8 WERA National Endurance Series 24-Hours West road race. Included will be an ATV rodeo, a carnival with kiddy and adult rides, and a meet-the-riders party with live music from 8:00 p.m. to 12:00 midnight Friday, September 6. Wheelie King Doug Domokos will perform and sign autographs all weekend and there will be a guess-the-winning-mileage contest with prizes given to spectators who come the closest to estimating the mileage covered by the winning team. Last year's winners (Team Hammer) covered 2025 miles to

set a U.S. record for mileage covered in 24-hour race; that record still stands but the September 7-8 race promises to be a record-breaking one. The race starts at 1:00 p.m. September 7.

Along with the sideshows at the 24-Hours West, Willow Springs Raceway will hold practice September 6 for riders entered in the WERA National Endurance Series event and AFM-sanctioned support races. Daylight practice will run from 8:00 a.m. to 5:00 p.m.; night practice will run from 6:00 p.m. to 10:00 p.m. The practice is free, but all riders must hold a Willow Springs Motor Club insurance liability card, which costs \$25 a year. For race entry forms or information, call Willow Springs Raceway at 805/256-2471.

AFM-sanctioned support races held the weekend of the WERA National Endurance Series 24-Hours West at Willow Springs September 7-8 will include a Superbike/Formula One challenge, 600cc Modified Production and Honda 500 Interceptor Cup events. In addition to the support races, there will be a manufacturers' and vendors' display area in the pits with free booth spaces available. Information is available from Stephanie Huth of Willow Springs International Raceway at 805/256-2471 or 256-4202.

The 27th Annual Dirt Diggers Hometown Grand Prix will be held at Sunrise Cycle Park in Adelanto, California on August 31 and September 1. Saturday's program includes Women, Minis, Seniors, all classes up to 175cc, Vets and all Novices and Beginners. Sunday's races include Old Timers, O.T.H.G., four-strokes, ATVs, sidecars, and all Intermediates, Amateurs and Experts. First races start at 8:00 a.m. and overnight camping is available. For more information call 213/644-0526.

The World Supercross Finals, the final round of the three-race Rodil Trophy Series, will be held in the Los Angeles, California Coliseum on November 9. Originally scheduled for Oakland, California and promoted by Pace Management, the relocated race will now be co-promoted by Pace Management and Stadium Motorsports and follows events in Goteborg, Sweden August 31 and Barcelona, Spain October 5. More information is available from 818/787-3497 or 714/760-0169.

The Department of Parks and Recreation of the County of Los Angeles, California scheduled a 10:00 a.m., September 5 meeting with the U.S. Forest Service to discuss the possibility of building a motocross track at Rowher Flat in the Angeles National Forest. The meeting will be held at the Forest Service office at 150 South Los Robles Ave., Suite 300, Pasadena, California. The Forest Service recently completed a proposed management plan for the Angeles National Forest and received over 300 letters of comment reviewing the proposed plan and opposing ORV use in specific areas for specific reasons; no letters supporting ORV use have been received and the deadline for public comment is September 20. More information is available from Dorothea for the county, at 213/738-2976.

Three-time World Champion Kenny Roberts broke the outright motorcycle lap record in Misano, Italy during a test session on the new

V-four Cagiva August 19. "It was a hell of a lot better than everyone thought it was," Roberts said of the Cagiva. "They had everything it needed in the back of their truck; they just needed someone to tell them where to improve it. It's a good bike and they are good people to work with." The Cagiva tested was released earlier this season, but has not produced any solid results in the Grands Prix. Roberts was reportedly paid over \$25,000 for his input in the one-day test. The race promoter at Misano sold tickets for spectator viewing of the test session and 3000 fans showed up at roughly \$20 a head, according to Roberts.

Penny Nicolai and Dick Hamer of the Motorcycle Dealernews Pro Rider Benefit Fund recently presented two-time U.S. Superbike Champion Wes Cooley with \$21,000 toward the astronomical medical expenses incurred as the result of his May crash at Sears Point International Raceway. Cooley suffered two broken femurs, a broken hip, a broken neck, a broken back, a broken finger and internal injuries; he is now able to move with the aid of a walker but faces extensive therapy and rehabilitation. Over \$15,000 was raised at a benefit auction held at the Laguna Seca Camel Pro Series event in July and another \$6000 came out of the Pro Rider Benefit Fund. Contributions are still needed, and contributions made specifically for Cooley are transferred directly to him through the Pro Rider Benefit Fund, which is a non-profit corporation. The Advisory Board of the fund, founded in 1983, includes Hamer, John Ulrich, Gary Scott, Dave Rogers, Nicolai, and Don Emde. Information is available from 818/787-3497.

"We've got a team of a bunch of left-handed riders," said Yamaha's motocross racing team manager Kenny Clark. Rick Johnson was added to the right-arm injury list after catching a rock thrown up by a bike in front of him at the Washougal Nationals breaking a finger on his right hand. Two weeks ago at the Rose Bowl supercross, Keith Bowen broke his right wrist, and a week before that Broc Glover broke his right wrist. All team riders will be out of action up to six weeks, meaning that Glover will not be able to compete on the U.S. team for the Motocross des Nations in West Germany, September 8. He will be replaced by Honda's David Bailey.

Kawasaki's new super Ninja, the 1986 GPz1000RX, makes 125 bhp and has a claimed top speed of over 160 mph. The machine, which is currently on exclusive test by Cycle magazine staffers (who have already crashed it once), has a big-bore version of the GPz900 Ninja engine and is lighter than its predecessor. The latest Ninja has 16-inch front and rear wheels with low-profile tires and an aluminum box-section-tubing frame. The fairing is more aerodynamic than the fairing on the GPz900 Ninja and claimed dry weight is 480 pounds. According to reports, the engine does not have the 900's balancer shaft, instead using rubber engine mounts.

Newly-crowned AMA 125cc Motocross National Champion Ron Lechien will compete in the August 30 round of the Rodil Trophy Supercross Series in Gothenburg, Sweden, before heading to the September 8 Motocross des Nations in Gaildorf, West Germany. Lechien is also planning on riding.

in the October 20 International beach race in Scheveningen, Holland.

Four-time Formula Two TT World Road Racing Champion Tony Rutter of England has awakened from the coma he was in since crashing his Ducati on the dangerous Barcelona street circuit a month ago. Rutter, 42, suffered head injuries, a broken wrist, a broken leg and a broken vertebrae in a six-rider pile-up. Rutter is now recovering in a hospital in England.

Illegal pipes: British Standard 193 makes it illegal to sell louder-than-stock replacement exhaust systems for machines first registered after January 1, 1985. British police now support a change in the law to cover all machines regardless of date of first registration, as part of an anti-noise crackdown in England.

England's Speedway Control Board is considering mandatory drug tests for riders following drug charges filed against Australians Gary Guglielmi and Steve Payne, Americans Bobby Schwartz and Kelly Moran, and Britisher Michael Lee. The charges involved possession of marijuana.

Over 400 rock-throwing fans at the recent British Grand Prix were involved in a riot that saw fire-bombs thrown at police the night before the race. Apparently the trouble started late Saturday afternoon when a campground filled to capacity and fans trying to force their way into the campground blocked a main highway nearby. Police arrested 33 fans and brought the situation under control in about one hour. Race teams camped at the track were not affected by the riot.

Moto Guzzi will enter a special 750cc version of their four-valves-per-cylinder V65TT model in the upcoming 7000-mile Paris-to-Dakar rally. The off-road version has a 16-gallon tank and is called the Baja.

Mike Krauser has debuted a road-going replica of former Sidecar Road Racing World Champion Rolf Biland's outfit in West Germany. The street machine, called Domani, is powered by a BMW K100 flat-four but may be sold with a Yamaha V-Max engine when it reaches the market in Europe next year. The expected retail price of the mono-coque-framed machine will be about \$13,000 in Europe.

The USA-BRD Motorcycle Performance School will hold a European racing school at the Nurburgring track in West Germany, September 22-23. Topics covered will include license information, bike prep, track information, riding skills and safety. The course costs \$100 and information is available from Cortez Lawrence at P.O. Box 1581, APO NY 09130, phone 011/6303-4943.

Bike Tours Unlimited leaves Los Angeles, California September 9 for a guided 15-day tour of Italy, ferrying riders and their motorcycles to Italy aboard an Alitalia Airlines 747. Several similar tours are planned for 1986; more information is available from 213/833-2671.

BMW of North America presented the Motorcycle Safety Foundation (MSF) with \$25,000 to fund a safety video for touring and experienced motorcycle riders. The video will

cover proper machine loading, group riding techniques, carrying a passenger and dealing with traffic situations and will be available to motorcycle clubs and dealerships in 1986. Information is available from the MSF at 714/241-9922.

The seventh-annual AMA Superbikers made-for-television pavement/dirt race has been scheduled for Carlsbad Raceway on October 27. Tickets are \$12 for adults, \$6 for children under 12 and are available at Ticketron or by mail from Grand Prix Motocross, Box 1256, San Juan Capistrano, CA 92693. Racing will start at 12:00 noon.

Finland's Pekka Vehkonen (Cag) won the August 25 final round of the 125cc World Championship Motocross GP Series in Brazil and clinched the world title by 10 points over Holland's Davey Strijbos (Hon). Carrado Maddi (Cag) finished third in the standings.

Continental Airlines has special fares available between Los Angeles and San Jose, California; through September 15, a round trip costs \$58. Reservations are available from 800/CAL-WEST.

Americans Jeff Ward, Billy Liles, Rick Johnson and Mark Murphy will ride in a supercross in Nijmegen, Holland on September 14. Heading the European contingent at the race will be Erik Geboers, Davey Strijbos and Anders Weriksson. The race, originally a part of the Rodil Trophy Supercross Series, has been dropped from the series.

The Belgian team for the September 8 Motocross des Nations will include Andre Malherbe, Georges Jobe and Erik Geboers. Kees Van der Ven, Gert-Jan van Doorn and Davey Strijbos will form the Dutch team.

The AMA Dirt Track Advisory Rules Board meeting scheduled for August 26 in Indianapolis after the Indy Mile Nationals was rescheduled for September 16 in San Jose, California.

U.S. Suzuki Motor Corp. will award eight 1986 machines to high-points riders in the sportsman classes of the upcoming CMC/LadyLiberty Trans-Cal motocross series run in California. Machines to be given away include two RM80s, two RM125s, two RM250s and two Quad Racers. The series includes events at Quail Canyon September 7-8, Huron Park September 14-15, Laguna Seca September 21-22, Sand Hill Ranch September 28-29, Madera Fairgrounds October 12-13, Ascot Park October 19-20 and Quail Canyon October 26-27. Each rider can count points from his best five-of-seven overall finishes. More information is available from CMC at 714/261-6116.

The Texas Motorcycle Dealers Association has scheduled its 1985 convention for December 7-9 at the Lincoln Hotel in Dallas. Information is available from TMDA at 512/479-0425.

Under supervision of the U.S. Consumer Product Safety Commission's ATV Task Force, the Specialty Vehicle Institute of America (SVIA) has developed a draft voluntary standard for ATV control configuration, age and safety labeling and dynamic performance and is seeking accreditation of the standard through the American National Standard Institute (ANSI). The standard will

influence what future ATVs are like and how they work, and ATV manufacturers, manufacturers of ATV products and ATV clubs and user organizations are all eligible to review the draft voluntary standard and make comments and raise objections before it becomes final. As long as the voluntary standard is being worked on, the CPSC cannot enact mandatory regulation. To participate in the standard review process, companies and organizations should contact Paul Golde at SVIA, 3151 Airway Ave., Bldg. K107, Costa Mesa, CA 92626, 714/241-9256 or Diane Stern at ANSI, 212/354-3300.

MOTORCYCLE INDUSTRY CHANGES

Scheduled A reunion of Kosman Specialties employees, past and present, at Golden Gate Park in San Francisco, California, September 1; more information available from 415/861-4267.

Named Spokesperson for a national ATV safety campaign organized by American Honda Motor Co., Inc., Gale "Motocross Mom" Webb; Webb's Safety in Sports show, aimed at children and parents, has reached an estimated two million people in the last five years; Webb is currently touring 25 cities throughout the U.S. promoting ATV safety.

Appointed By Interior Secretary Donald Hodel to fill an unexpired term on the 15-member Bureau of Land Management (BLM) Desert District Advisory Council, Morris Worley, 49, manager for soda products operations at the Kerr-Magee Corp. facility in Trona, California; Worley's term will expire December 31, 1986.

Repaved The front straightaway at Willow Springs International Raceway in Rosamond, California, on August 20; the new pavement makes the straightaway 50 feet wide and enlarges the entrance to turn one; new sealer on turns seven, eight and nine improves traction in that area.

Named Director, Safety Standards and Technical Programs for the Specialty Vehicle Institute of America, Paul Golde, formerly Director, Education Programs for the SVIA.

Named Director, Education Programs for the SVIA, Nancy Huddleston, a Chief Instructor for Motorcycle Safety Foundation and SVIA rider education courses; Huddleston will supervise SVIA ATV Rider's Course Instruction programs and be responsible for increasing the staff of Chief Instructors and Instructors.

Sought Director of Safety Programs for the SVIA; applicants must have experience in media contact, development of dealer safety programs and supervision of media and publication production; information is available from SVIA at 714/241-9256.

Married Three-time World Champion Kenny Roberts to Pam Silva on Thursday, August 22 in Modesto, California.

RISK

By John Ulrich

Almost a year ago Kevin Schwantz was catapulted from riding a stock FJ600 in WERA National Endurance races into the limelight of piloting the Yoshimura Suzuki Superbike. Since then, he's won three AMA Superbike races, beaten reigning Superbike Champion Fred Merkel and two-time Superbike Champion Wes Cooley, and signed a two-year contract with U.S. Suzuki Motor Corp., becoming, with Merkel, one of the only two men in America with a factory road racing ride. Kevin Schwantz is 20 years old.

Schwantz got where he is today — and will get wherever it is that he's going — on the basis of natural talent, hard riding and a learning curve that looks like a space shuttle takeoff trajectory. He lacks experience but is willing to experiment, to try things, to find ways to go faster and work a motorcycle harder.

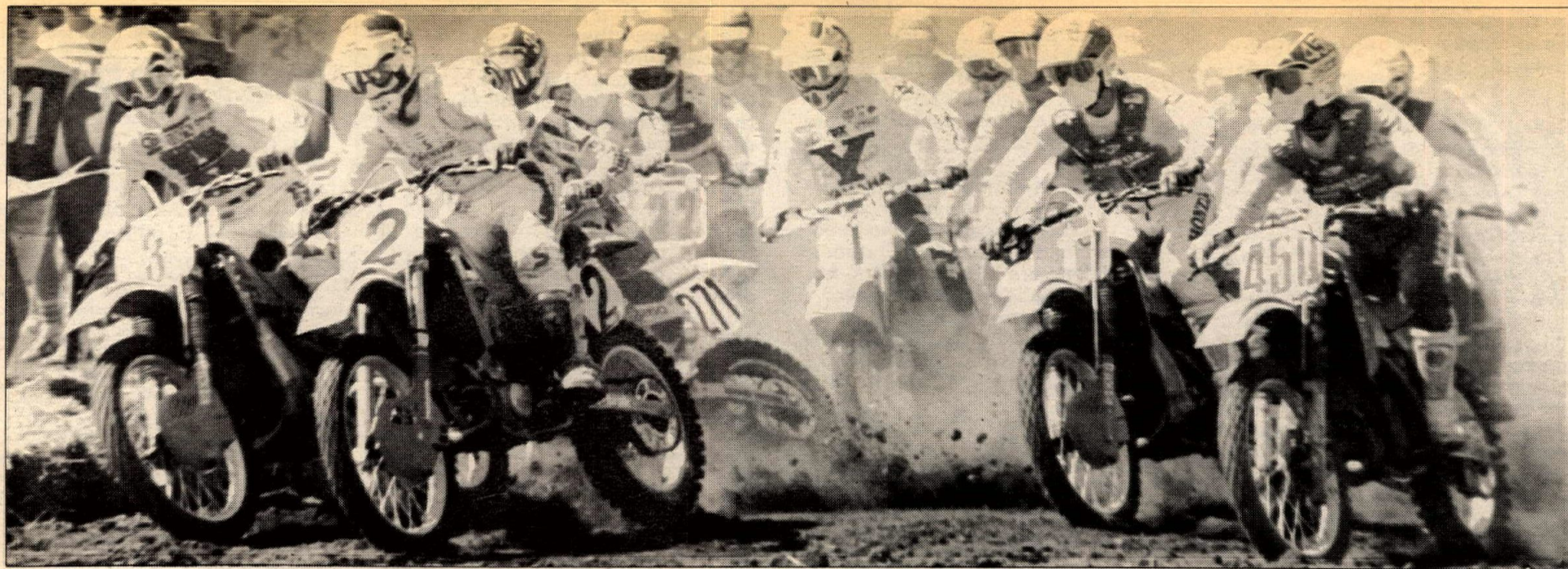
I couldn't believe it when I saw Schwantz ride that FJ600 at tracks across the country last year. The image of Kevin Schwantz I'll always hold in my mind is from the 1984 24-Hours of Nelson Ledges. I came around to lap him on Team Hammer's GS1150-powered Formula One bike, cruising around in front early Sunday morning. I caught him going into the carousel, a sweeping right-hander with a couple of potholes and a series of nasty bumps just before a decreasing-radius exit, and Schwantz had both wheels chattering and sliding; he sawed the handlebars back-and-forth and bounced up off the seat over the bumps, holding the throttle full on and using every inch of the race track and almost the grass, making that little Yamaha go faster than it possibly could go. Schwantz and his teammates crashed their FJ600 seven times before they ran out of replacement handlebars and footpegs and controls and finally gave up. But what I found when I started watching Schwantz more closely was that he rode like that in every corner of every race track, and most of the time he didn't crash. If he did crash, well, that was just part of him figuring out just how hard that Yamaha could go, and it never seemed to slow him down.

Meanwhile, Yoshimura R&D of America's Suehiro Watanabe was looking for a new rider, had held tryouts for half a dozen pilots, had given up on finding anybody who could beat Merkel, and told me that Yoshimura would not race in 1985. I managed to talk Watanabe into giving Schwantz a tryout. Schwantz took it from there, with a little advice and coaching, and when it was all over, Watanabe was hot to race again. The rest, as they say, is history.

Being the guy who put Schwantz together with a competitive Superbike is a blessing and a curse. A blessing because the closest thing to the pride I feel watching my children grow and master tasks and figure things out is seeing Kevin Schwantz do well. A curse because certain race team managers have asked me to come up with another Kevin Schwantz or two, which may be like trying to find three Hope diamonds, and because several aspiring riders and their friends are disappointed and angry because I didn't recommend them.

Be that as it may, I'm going to stick my neck out again and write about two outstanding, young, very-different riders with superstar potential.

More next week.



Johnny O'Mara (3), Jeff Ward (2), Rick Johnson (1, left), David Bailey (1) and Terry Fowler (450) at the start of the first 250cc moto.



Two turns into the second 125cc moto, Eddie Warren (801), A.J. Whiting (12) and Ricky Ryan (21) dice for the lead.

AMA National Motocross Series: Round 9

Ward wraps up another title

By Kit Palmer

WASHOUGAL, WA. AUG. 25

Eight days after clinching his first-ever supercross championship, Kawasaki's Jeff Ward added another title to his credit—the 250cc National Motocross Championship. "I

worked just as hard to win this championship as I did the 125cc championship last year," said Ward, "but this one means a little bit more to me, because I had to

beat a lot more people." The people Ward had to beat included Honda's Johnny O'Mara, who made a last-lap pass on teammate Ron Lechien to win today's 250cc race.

Some observers felt that Lechien

was given Team Honda orders to let O'Mara pass him for the overall win. A little over halfway through the race, Lechien held a commanding lead (about 10 seconds); this margin dwindled rapidly near the end of the race. During the last lap, O'Mara bobbled in a turn, but still managed to reel-in and pass Lechien over a series of whoops less than 50 yards from the finish to take the win. Both riders quickly got off their bikes and walked back to the pits without speaking to anyone or each other. When asked about the situation, O'Mara said, "I was catching him, but I didn't know if he was going to let me by or what he was thinking, and I didn't know what kind of pit signals he was getting. All I knew was that I was catching him." Lechien wasn't available for comment. Whatever the case, O'Mara took the overall, while Ward, who won the first moto, cruised in for third in the moto and won the championship.

Ward had a 20-point lead going into the final round of the year over O'Mara and defending 250cc National Champion Ricky Johnson (Yam). Since the 125cc and 500cc titles were already wrapped up, Honda entered David Bailey and Ron Lechien in the 250cc class, hoping they could finish, along with Bob Hannah, between O'Mara and Ward in both motos to give O'Mara the championship. The plan didn't work. Ward beat them all in the first moto, so all he had to do in the second was finish in the top 20, which he did.

Johnson's chances at retaining his championship ended early in the day. About three laps into the first moto, Johnson was hit in the hand by a rock thrown by another bike. Johnson pulled off the track and went to the hospital with a broken finger.

Local hero (and Yamaha support rider) Eric Eaton rode magnificently in both 500cc motos to capture his first-ever National win. "It (the win) hasn't sunk in yet," said Eaton, "but I'm sure happy." Eaton came from behind to win the first moto; played it safe in the second for a second to take the overall and finish up the year second in the standings. Yamaha's Broc Glover, who already clinched the championship, didn't ride due to injuries. The only factory rider who entered the 500cc class was Kawasaki's Billy Liles, and he took second. However, JoJo Keller rode a works Honda for third, and Alan King rode a works Kawasaki for fifth.

With Lechien riding the 250cc class and Mark Barnett out with a knee injury, the 125cc class was up for

grabs, and it was Suzuki's A.J. Whiting who stole the overall, easily winning both motos and taking his first-ever National win. His main concern each time out was Suzuki teammate Erik Kehoe, who ended up placing second overall with a 3-2 score. "It really feels great winning," said Whiting. "It's been a long time coming."

The Washougal track is considered as one of the best on the National circuit, but this year dust played a major role. A few riders, including Kawasaki's Goat Breker and Bailey, pulled out of the race in the second moto because of the choking dust, and many bikes sucked enough of the dirt to seize engines. "I couldn't believe how bad the dust was," said Breker. "David (Bailey) and I pulled off the side of the track in the back section in the second moto and started talking — we could barely see each other. There were guys who had crashed and couldn't find their bike. I said 'forget it,' it wasn't worth it." Much of this dust problem was because of an unusual dry weather spell in the Washington area. Temperatures were in the 90s.

250cc

Even though the 250cc race was filled with factory riders, privateer Danny Storbeck (Yam) aced both O'Mara and Ward through the first turn and took the lead at the start of the first moto. Johnson quickly slipped by Ward and after a lap, the top seven riders were Storbeck, O'Mara, Johnson, Ward, Suzuki's George Holland, Bailey and Suzuki rider Brian Myerscough.

Storbeck was on the gas and wasn't about to give up the lead without a serious fight. As the pack headed into the second lap, Storbeck had about two seconds on O'Mara. Then came Ward, who squeezed by Johnson. Hannah was pressuring Myerscough for fifth, while Lechien was in the back of the pack. Storbeck still had command heading into lap three, but O'Mara was making a move. The O'Show out-braked Storbeck into a fast right-hander, but Storbeck dove back inside O'Mara and retook the lead. This move blew the wind out of O'Mara's sails a bit, so Ward saw his chance and attacked. The Kawasaki rider went to the outside and passed O'Mara and then set after Storbeck; a few turns later, Ward zapped the Yamaha rider. At this time, Hannah finally found a line around Myerscough for fifth but washed out in a turn a lap later and lost one position. Shortly after, Hannah passed Myerscough again.

At the halfway point, with Johnson already out of the race with a



Brian Myerscough (99) chases Jeff Hicks on the way to becoming top 250cc privateer of the year by beating Jim Holley by two points.

broken finger, Storbeck fell back to third after being passed by O'Mara, who lost a lot of ground to leader Ward. The next few laps saw the top four riders fairly spread out, but a battle for fifth was in top gear between Myerscough, Holley and Bailey. Myerscough was ahead of Holley by one point in the standings as top privateer, and the two were banging bars on the track, while Bailey was heavily pressuring Holley. Holley snuck by Myerscough after a few laps, but Myerscough retaliated two laps later when Holley got stuck in a deep rut. However, a lap later, Bailey blew by them both and took control of fifth, then passed Storbeck, who was beginning to fade. Eventually, Myerscough and Holley slipped by Storbeck. At the finish it was Ward by five seconds over O'Mara, then a long ways back followed Hannah, then Bailey, Myerscough, Holley and Storbeck.

Lechien had the holeshot at the start of the second moto, but privateer Bruce Barnes (Hon) had the lead entering the second turn. However, it was a short-lived lead as Lechien blew by Barnes a few turns later. Lechien developed a five-second lead during the first lap over Ward, who was followed by Storbeck, Holley, O'Mara, Jeff Hicks, and Myerscough. Hannah was in the back of the pack as were Bailey and Breker.

Positions remained the same for the next couple of laps, and all Ward had to do was finish inside the top 20. Knowing this, Ward was content where he was and didn't try to catch Lechien. "I thought about catching Lechien," said Ward, "but I didn't have to, and the dust was really bad. Then I started making mistakes, so I took it easy."

Back in seventh was Myerscough, and in fourth was Holley; Myerscough knew he had to at least pass Hicks (fourth) to maintain a tie as top privateer in the standings. So Myerscough reeled in Hicks and passed him on the ninth lap. Only Storbeck stood between the two, but a lap later, Holley's bike seized. A lap after that, Myerscough's Suzuki seized, then Storbeck's Yamaha seized all from sucking dirt into the engine. While bikes and riders were dropping out like flies, O'Mara caught up to Ward and passed him. This made the top five Lechien, O'Mara, Ward, Hicks and Husqvarna rider Micky Dymond.

Nearing the end of the race, Lechien's huge lead dwindled down to only a few seconds over O'Mara. On the last lap, O'Mara followed within inches of Lechien, but O'Mara got a little out of shape two turns before the checkered flag and lost a little

time; O'Mara reeled in Lechien nonetheless and passed him through a section of whoops about 50 yards from the checkered flag. "I was gaining on him in whoops every laps," said O'Mara. "I had a good line and stayed close to the ground, getting a good drive."

Ward finished nearly a-quarter-of-a-lap back in third and ahead of Hicks and Dymond. "I went in to the race to win, I wasn't thinking about the championship," said O'Mara, "because I really didn't have much of a chance. Jeff's been riding too good lately to crash and finish 20th or so. His bike would have to seize for me to have a chance, but that was unlikely."

125cc

Kawasaki rider Ricky Ryan took the holeshot at the start of the first 125cc moto but was quickly passed by Eddie Warren (Kaw) and Whiting during the first lap. A few seconds back in fourth was Suzuki's George Holland and Kawasaki rider Billy Frank.

Warren's lead quickly grew to about 15 bikelengths over Whiting, but the Suzuki rider cut that gap in half on the next lap. A lap later, Whiting was breathing down Warren's back. In the whoops, Warren was blocked by a lapped rider, which was all Whiting needed to overtake. From that point on, Whiting was unchallenged, but Ryan started to challenge Warren as Holland closed in on Ryan. Ryan slipped by Warren just after the half-way mark as did Holland, but Kehoe was gaining on both of them. With five laps to go, it was Whiting way out in front (13 seconds) ahead of Ryan, Holland, Warren and Kehoe. Holland dove inside Ryan a lap later, while Kehoe did the same. Whiting easily took the win followed by Holland, Kehoe, Ryan, Warren and Frank.

Moto two saw Holland, Frank and a couple of other riders go down in the first turn; roosting away from the pile-up with the lead was again Ryan, while Whiting, Warren and Yamaha's Mike Beier pursued. Ryan's lead only lasted for half-a-lap before Whiting moved in for the kill. For the next couple of laps, things stayed the same with Whiting comfortably out in front, followed by Ryan, Warren, Beier and Kehoe. Kehoe was the one to watch as he reeled in and passed Beier; Ryan dropped back to fourth position seven laps from the finish. This put Kehoe in third, only a few inches behind Warren, who Kehoe roosted by two laps later. As the race neared the end, Kehoe was slowly gaining on Whiting and at one time got to within a wheel length of his teammate. But Kehoe dropped back



Local favorite Eric Eaton won the first 500cc moto; took second in round two and went home with his first-ever National win.

off the pace slightly, letting Whiting motor home with the win. Kehoe finished in second followed by Warren, Beier and Ryan.

500cc

Honda support rider Mike Fisher looked to take early command of the first 500cc-moto but was passed by local favorite Phil Larson a few turns into the race. After Fisher came Eaton, Yamaha rider Mark Murphy, Honda rider Larry Dashiell, Scott Manning and Liles. Factory-for-a-day riders JoJo Keller and Alan King were mid pack.

For the next four laps, Larson, Fisher and Eaton were involved in an exciting battle for the lead. It wasn't until the fifth lap that Fisher made his move and passed Larson; then Eaton went down entering a turn, losing a lot of time to the two front runners. Fisher pulled away from Larson slightly, but Eaton was back on the warpath. He reeled in and passed Larson, then set after Fisher. At this time, Liles was pressuring Murphy for fourth and eventually zapped him, while Manning felt Keller closing in on seventh.

With four laps to go, all eyes focused on hometown-favorite Eaton. Eaton closed the gap on Fisher to a couple of bikelengths, then roosted by. Liles also made a pass, but his victim was Larson for third. With two laps to go, Fisher dropped to fourth as Larson moved into third. Eaton took the win followed by Liles, Larson, Fisher, Murphy, Manning, King and Keller. Moto two was dominated by Keller after passing Eaton in the whoops on the third lap. Once into the lead, Keller was untouchable. He opened up his lead to 12 seconds by the half-way point of the race. Murphy held third for the first two laps before getting passed by Larson. After falling back, Murphy made up that lost time when Larson started fading. Murphy pressured the Kawasaki rider before going down and dropping back to sixth.

After a poor start, King was on the move and had worked his way into fifth eight laps into the race. After passing Liles and Murphy, King set

after Larson, passed him and then set his sights on Eaton.

With three laps to go, Eaton got out of shape in a deep rutted section, allowing King to get close. If King passed him, Eaton would not get second overall in the points standings, so Eaton tried to keep his pace. "I knew he was coming," said Eaton, "but I starting slowing and making a bunch of mistakes." Luckily for Eaton, King's bike sucked up some dirt and started sputtering, which gave Eaton all he needed to take second in the moto (and second in the final points standings) to take his first-ever National win. Liles took fourth for second overall, followed by Larson, Mike Larson and Todd Harrell.

Results

125: 1. A.J. Whiting (Suz) 1-1; 2. Erik Kehoe (Suz) 3-2; 3. Eddie Warren (Kaw) 5-3; 4. Rick Ryan (Kaw) 4-5; 5. George Holland (Suz) 2-9; 6. Mike Beier (Yam) 7-4; 7. Guy Cooper (Hon) 9-7; 8. Billy Frank (Kaw) 6-12; 9. Eddie Hicks (Yam) 13-6; 10. Jim Anderson (Yam) 11-10; 11. Larry Brooks (Hon) 8-14; 12. Ray Sommo (Kaw) 16-8; 13. Tim Buchelli (Yam) 14-11; 14. Jeff Frisz (Hon); 15. Craig Canoy (Kaw) 12-33; 16. Carlo Coen (Hon) 6-13; 17. Dennis Ostrem (Suz) 17-17; 18. Stacy Cook 19-16; 19. Eric Hall (Hon) 15-DNF; 20. David Hettinga 35-18.

250: 1. Johnny O'Mara (Hon) 2-1; 2. Jeff Ward (Kaw) 1-3; 3. Ron Lechien (Hon) 9-2; 4. Jeff Hicks (Hon) 8-4; 5. Micky Dymond (Hus) 11-5; 6. John Shay (Yam) 13-6; 7. Terry Fowler (Hon) 14-8; 8. Bob Hannah (Hon) 3-DNF; 9. David Bailey (Hon) 4-DNF; 10. Danny Storbeck (Yam) 7-DNF; 11. Brian Myerscough (Suz) 5-DNF; 12. Steve Burdette (Yam) 17-10; 13. Tony Duboski (Hon) 16-11; 14. Jim Holley (Yam) 6-DNF; 15. Loch Names (Hon) DNF-7; 16. Robert Burkhardt (Yam) 30-9; 17. Tom Carson (Hon) 19-12; 18. Goat Breker (Kaw) 10-30; 19. William Musgrave 20-13; 20. Gary Kuest (Yam) 18-15.

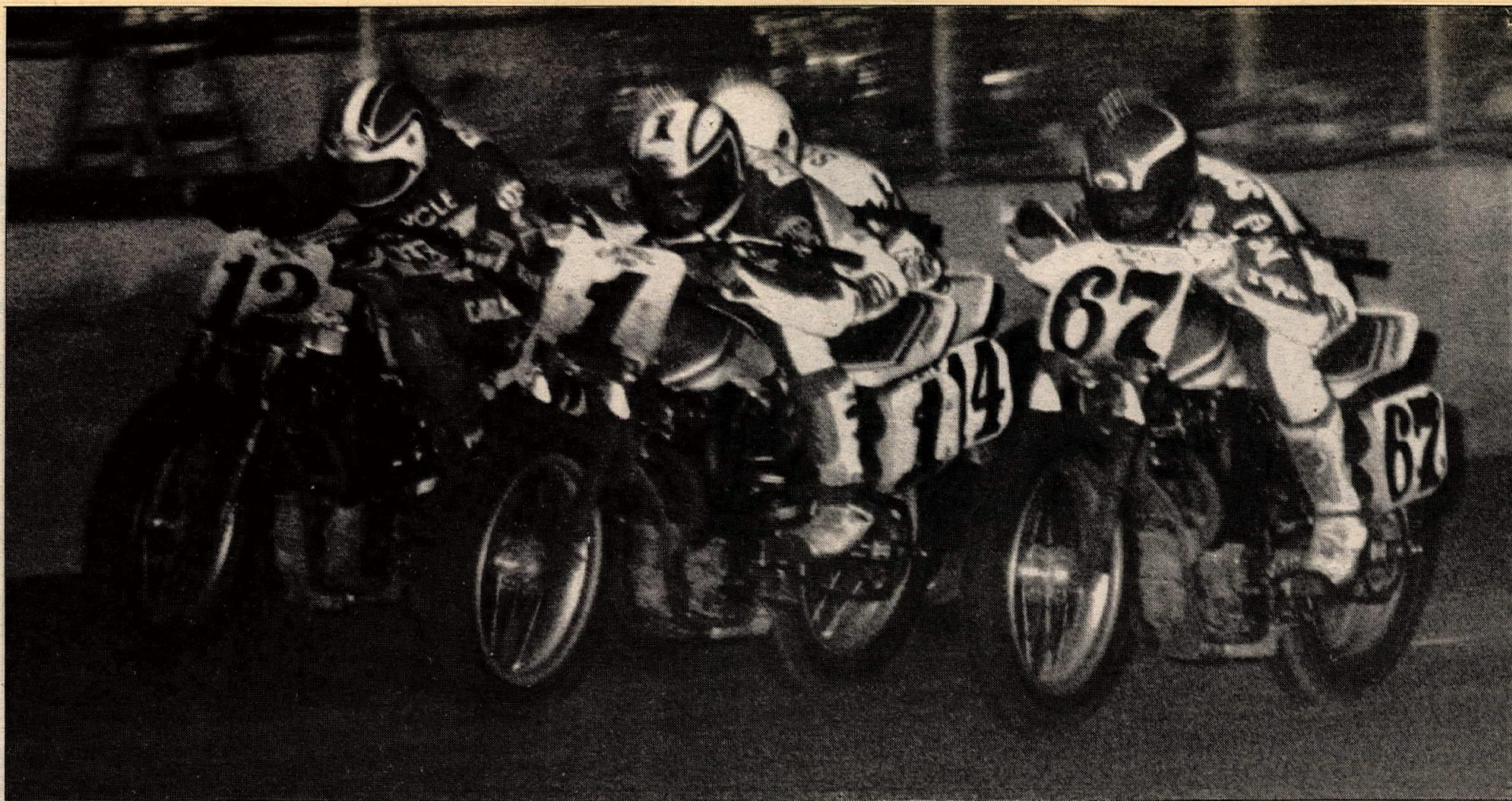
500: 1. Eric Eaton (Yam) 1-2; 2. Billy Liles (Kaw) 2-4; 3. JoJo Keller (Hon) 8-1; 4. Phil Larson (Kaw) 3-6; 5. Alan King (Kaw) 7-3; 6. Mark Murphy (Yam) 5-5; 7. Mike Fisher (Hon) 4-11; 8. Mike Dunfee (Hon) 9-9; 9. Todd Harrell (Hon) 11-8; 10. Scott Manning (Yam) 6-16; 11. Ted Holt 13-10; 12. Kevin Foley (Yam) 10-13; 13. Mike Larson (Kaw) 35-7; 14. Andy Stacy (Hus) 37-12; 15. Scott Johnson (Yam) 15-18; 16. Greg Zitterkopf (Hon) 12-31; 17. Larry Dashiell (Hon) DQ-14; 18. Gene Gentsch (Hon) 14-38; 19. Richard Sands (Hus) 32-15; 20. Grayson Hart (KTM).

FINAL POINT STANDINGS

125: 1. Ron Lechien (417); 2. Erik Kehoe (378); 3. George Holland (362); 4. A.J. Whiting (288); 5. Rick Ryan (271); 6. Eddie Warren (257); 7. Keith Bowen (250); 8. Guy Cooper (235); 9. Larry Brooks (207); 10. Mark Barnett (187).

250: 1. Jeff Ward (446); 2. Johnny O'Mara (428); 3. Rick Johnson (381); 4. Bob Hannah (359); 5. Brian Myerscough (253); 6. Jim Holley (251); 7. Jeff Hicks (247); 8. Danny Storbeck (227); 9. Steve Burdette (166); 10. Scott Burnworth (147).

500: 1. Broc Glover (379); 2. Eric Eaton (316); 3. David Bailey (314); 4. JoJo Keller (244); 5. Billy Liles (228); 6. Mike Fisher (223); 7. Mark Murphy (222); 8. Scott Manning (217); 9. Alan King (204); 10. Kevin Foley (198).



(Above) Saturday night's winner Ricky Graham (1), Ted Boody (12), Hank Scott (14) and Bubba Shobert (67) on the front straightaway in the main. (Below) Sunday's victor Harley's Scott Parker leads Steve Morehead and Jimmy Filice (17) on Saturday. Morehead earned a fourth and a sixth.



AMA Grand National Championship/ Camel Pro Series: Rounds 22-23

Twin Indy Miles star Graham, Parker

By Gary Van Voorhis

INDIANAPOLIS, IN, AUG. 24-25

Start to finish drama prevailed in the Stroh Mile Series rounds at the Indiana State Fairgrounds as Honda's Ricky Graham starred in the nighttime show while Harley-

Davidson's Scott Parker took top billing in the daytime thriller. Graham's first Camel Pro Series Mile National win of the year came by the margin of

about one foot in a blanket finish so close everyone watching had their own version of the finishing order. Officially, it was Hank Scott, Bubba Shobert and Ted Boody in second through fourth.

Parker's win was no less spectacular, although his margin of victory over Shobert was about one bikelength. It was the unfolding drama that Parker might, just might, break Honda's and Shobert's domination on the mile. Parker not only did it, but did it in record breaking style with an average speed of 102.047 mph. The battle for third went right to the finish with Graham edging Boody by less than two bikelengths.

Shobert strengthened his position in the chase for the AMA Grand National Championship title. He now holds a 36-point margin over Ted Boody, 210-points to 174, after Boody moved past Doug Chandler into second in the points tally. Bad luck continues to follow Chandler as he broke in his heat race on Saturday night and finished 11th in Sunday's National. Chandler is third in points at 164. Parker holds down fourth at 146 points while Scott Pearson is in fifth at 129.

Saturday

Former National Champions Gary Scott and Randy Goss returned to

action at Indy. Scott has been out of National competition since an accident at Louisville while Goss elected to sit out Peoria and Hamburg to allow his leg some added healing time.

On the machinery side of things, Bayland Racing's Eddie Adkins came to Indy with a Harley-Davidson XR750 for Filice sporting fuel injection rather than carburetion.

Time Trials

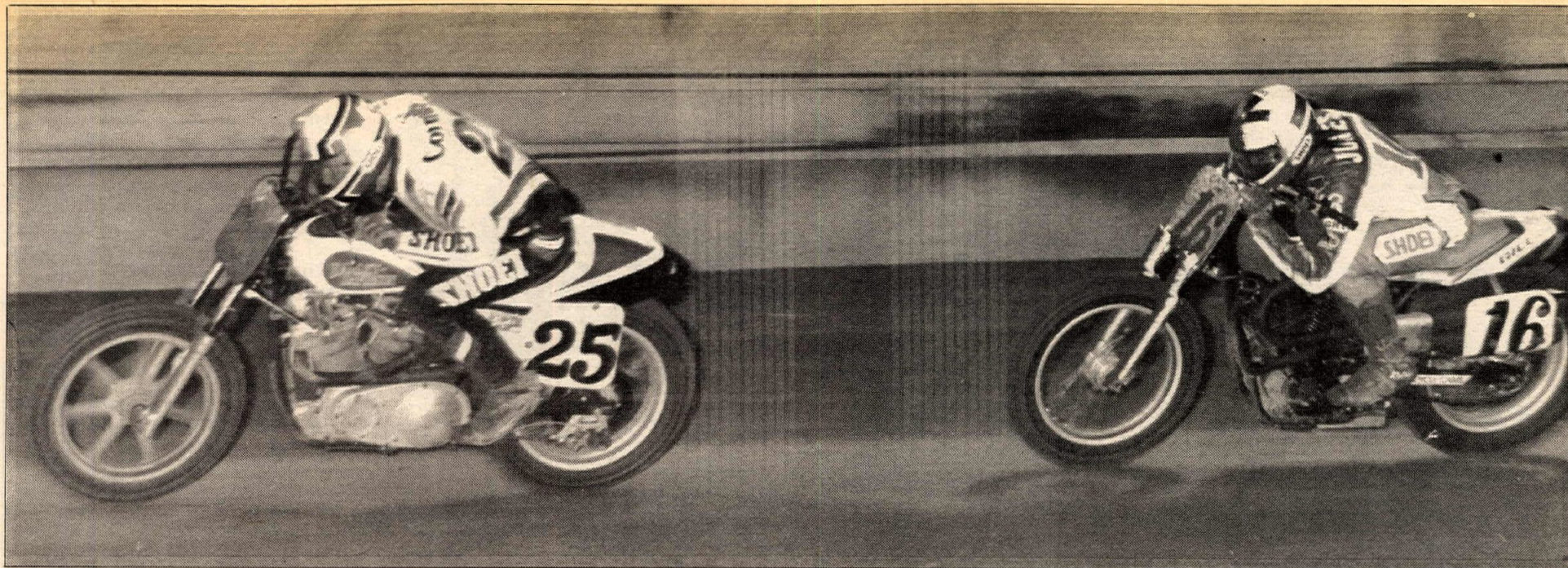
Shobert hustled his Honda RS750 to a 37.169-second clocking on the mile oval for top time of the 65 riders on hand to qualify for the 48 rider program. Parker, Boody, Graham and Hank Scott, with all but Parker aboard Hondas, rounded out the top five.

Heats

Shobert immediately took charge of heat one over Lance Jones, on a Tex Peel XR and Pete Hook and his Brent Thompson-built, Hal's H-D of Milwaukee-sponsored XR. Shift lever problems left Freddie Spencer/Super Trapp Racing's Doug Chandler unable to shift gears and ended his ride just as it began. Hook eventually got the upper hand on Jones to finish second with Jones settling for third and the last of three direct transfers to the National. Of note was the strong ride by Tammy Kirk on her Smitty's H-D XR from 10th to fourth. The heat was the quickest of the night, earning Shobert the choice of pole position.

It was draft and pass showtime in heat two as Parker came out on top of a tough dice with Hamburg Half Mile National winner Steve Morehead and Filice. Parker, on the Bill Werner-tuned XR, pulled out a six-bikelength advantage at the finish while Morehead grabbed second by half a length in a stirring last lap dice with Filice.

The third heat saw as many as seven riders in the lead draft during the 10-lap race. The only constant in the show was Boody out front. Jon Cornwall moved his Deeley Harley-Davidson XR to second at midway and held to the finish. Third, in a drafting pass at the finish line went



(Above) Jon Cornwall (25) leads Ronnie Jones (16) on Saturday. (Below) Chris Carr (4Y) picked up more points. Here he leads Terry Poovey.

to GF Racing's Ronnie Jones and his XR over the R&B Harley-sponsored XR of Chris Carr.

Graham, Hank Scott and Jay Springsteen took up the battle in heat four with the three-counting for 34 mile National wins among themselves-going at it full-tilt. The Ricky and Hank Show drew away from Springsteen in the final laps with the two taking their fight right to the finish and Graham coming out on top by two feet. Springsteen, slowed by what he would later call a "hurt" engine, finished third over Scott Pearson.

Semis

The two tickets to the National in the first semi went to Goss and Pete Hames after a five rider duel which saw the top two running in the middle and back of the pack as much as up front. Goss and Hames took the 1-2 spots on the final lap from Alex Jorgensen, Garth Brow and Kirk.

The decision in semi two also went to the finish with Carr riding a slick final lap to hold the challenge of Circle Bell Honda rider Pearson. Carr's margin of victory was a huge one bikelength.

Last Chance Qualifier

"I knew I had the momentum and I was going to win," said Ventura H-D XR750 rider Don Howard after his one-length victory over DuVall Racing's Rodney Farris in the LCQ. Howard, with a jubilant nature akin to that of Scott Parker, was thrusting his fist in the air in a victory salute before the finish, but he made good his early celebration.

"I'm lucky I'm even racing," continued Howard. "We had to change the engine after time trials and the only reason we had time to do it was because I was in the fourth heat."

National

"The strategy here is simple," said Shobert, "get the lead and run with it, but that isn't as easy as it sounds."

Hank Scott, the defending nighttime National winner, gave up his front row start to take a position on row two directly behind Shobert in hopes he could "hook up with Bubba and Ricky and let them tow me around."

Boody said he felt a bit sick to his stomach before the start, but that didn't keep him from leading off the line. Parker, Shobert and Graham quickly joined in and with the four taking turns in first through fourth — set out to break away from the field.

By lap five, Scott had worked his way around Morehead and Cornwall for fifth. The field decreased one

when Hames retired with a bad clutch. Cornwall slipped off the groove and found himself ninth behind Carr and Jones on lap eight.

At the halfway flags it was Shobert, Graham, Parker, Boody and Scott in the lead freight train with Morehead, Cornwall, Carr, Jones, Hook and Springsteen, with an engine beginning to tighten up, following.

Parker's ride up front came to an end as the field began lap 16. "The engine tied up," said Parker afterward. Parker received a standing ovation from the fans as he walked to the pits.

Although positions changed constantly within the top four, Shobert held sway where it counted — at the finish line. Morehead inched away from Cornwall for fifth leaving Cornwall to try and hold off challenges from Jones, Filice, Springsteen and Carr. Howard was circulating in last place behind Goss and Jones after losing his brakes.

Shobert opened up breathing room twice in the final five laps and each time made a small slip in turns three and four which allowed him to be caught.

The final lap saw Graham take the lead from Shobert heading into turn one. Scott then drafted past for the lead going into turn three as the rest bunched up behind to set up a four rider drag race off turn four to the flag. The groove was wide enough for two riders, but they were four abreast coming to the flag with Shobert, Graham, Scott and Boody — from pit side to grandstand wall — under a blanket. Graham had his wheel ahead at the line. The results read Scott, Shobert, Boody.

In Shobert's mind there was a question as to who won as he came down the front straight on the cool off lap and headed to get the checkered flag for a victory lap. It was given to Graham and Shobert was obviously displeased, but Skip Eaken, Shobert's tuner, quickly quieted him down.

"I was coming off the turns slow early in the race," said Graham "and I decided to speed it up, but only lost ground. Once I slowed a bit through the turns I made things work better. It was a heck of a race no matter where you were."

Both Shobert and Boody felt their finishing positions weren't correct. "We need a finish line camera for races like this," said Boody. "In a finish like that you can't separate who finished in what position no matter how many people you have checking."

"Hey, I finished as top American,"



said Harley rider and fifth place finisher Morehead. "That ought to be worth something."

The Cornwall pits were bouncing with glee over his sixth. "I'm glad Hank gave me a front row start. I wanted to nip Steve, but he got away from me late in the race. Brian Olsen and Len Shipley did one heckuva job with my engine."

Sunday

There were a lot of red eyes among those who had spent long hours overnight getting ready for Sunday's National. Bill Werner, Scott Parker's tuner, was among those yawning. He got one hour of sleep after a long session of engine rebuilding.

There were also a number of riders looking for rides after running out of repair time, spare parts or any combination of things. Terry Poovey was among the lucky ones as he picked up a ride on Carr's spare after ending his Saturday night with engine problems on both his Gardner Racing bikes.

Time trials

Springsteen was the first to break

Hank Scott's 1980 one-lap qualifying record of 35.283 seconds with a 35.251 blast. Shobert took the record away three minutes later with a 35.211 pass that held for top time. Springsteen, Hank Scott, Morehead and Carr filled out the top five in the 48-rider field. There were 59 riders attempting to qualify.

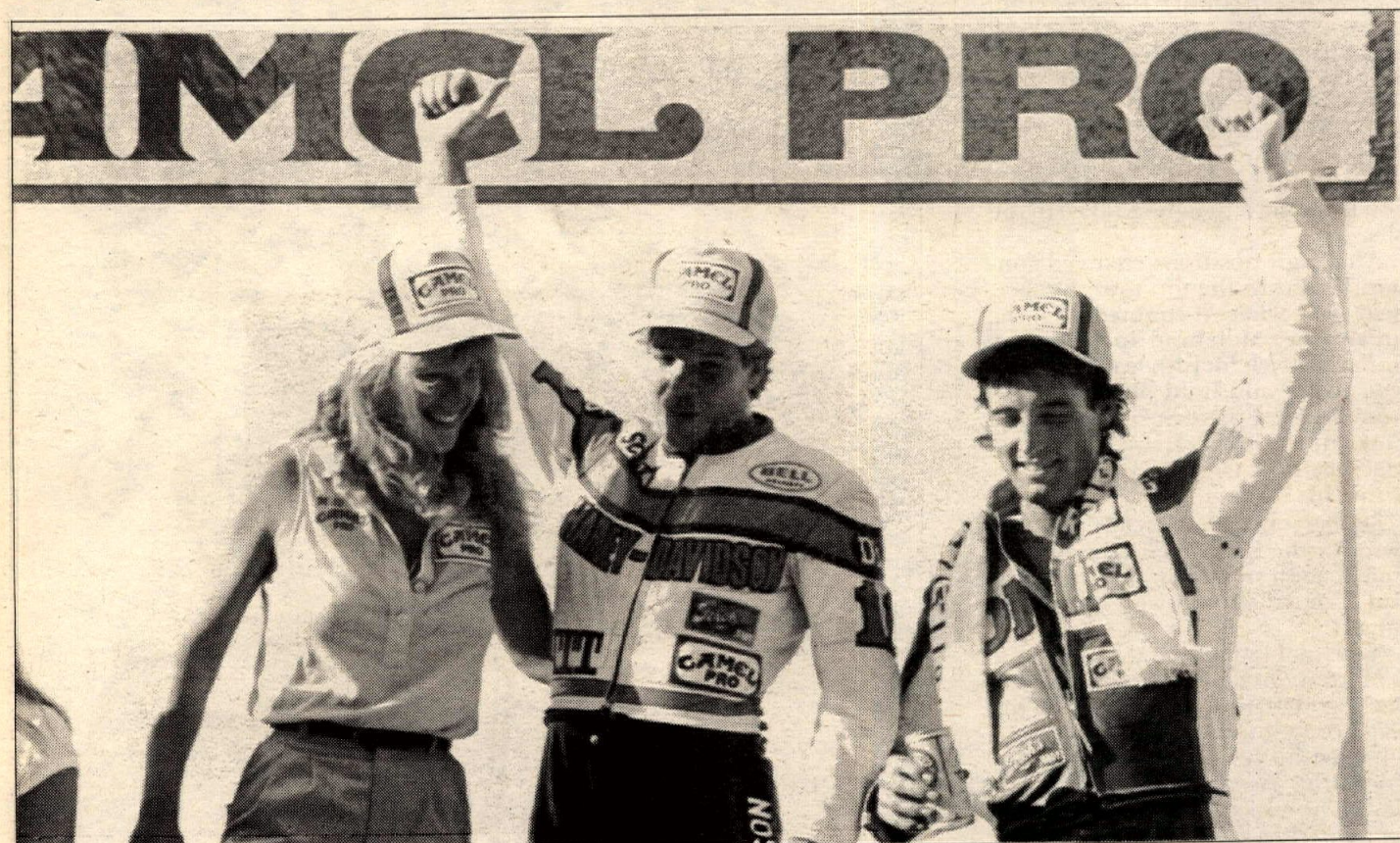
Heats

Shobert, as he had done the night before, won the first heat and with it the choice of pole position as the track began to slow before getting faster later in the day. Boody chased Shobert before Shobert turned up the wick a bit and then settled in to hold off the Pioneer Truck Lines/Storz XR of Alex Jorgensen. Rod Farris put in a strong ride from 10th to fourth, but couldn't catch Jorgy.

Parker, Springsteen, Mike Garrison and Wayne Rainey set up a battle in heat two. Rainey, on the Roberts/Lawwill Racing Harley sponsored by Electro West, PJI and Simons, fared a lot better than on Saturday when Rainey had an exhaust pipe



(Above) Ricky Graham heads up a duel between Jay Springsteen (9), Ronnie Jones (16) and Steve Morehead on Sunday. (Below) Miss Camel Pro Vivian Chadbourne, Scott Parker and Graham celebrate in the winner's circle.



come loose in his second qualifying session in time trials and he became an instant spectator.

Springsteen slipped off the groove and dropped to fourth before moving back into contention and then coming out on top of a side-by-side race to the finish with Parker and Rainey.

To the crowd's delight, Parker would tap Rainey on the elbow each time he drafted past. "It was my injured elbow he was hitting each time," said Rainey. "Scotty didn't know it so I can't be angry, but each time he'd come up on me I'd wince because I knew what was coming."

The finish of the third heat set up as a charge to the finish after a rousing duel between Ronnie Jones and Hank Scott. Jones got the nod by a foot or two. Scott had gone from first to fourth at halfway when he slipped off the groove, allowing Lance Jones to move into third. Jones then bobbled and Scott moved to third and then second over Dave Durelle and his Al Muth H-D/Neil Winston Racing-sponsored XR. Durelle held off the last lap challenge by Doug Chandler to keep third and make his first trip to

a National since last year's year-end Springfield Mile.

"I didn't put a wheel wrong on the first lap," said Morehead. "I got away when Carr spent his time spinning the back tire in turn one on the start." Morehead's lead dwindled by the finish, but he was never really challenged. Carr and Poovey finished 2-3, but only after some help from Graham when he took a ride up at the top of the track to check the hay bales and slipped from second to a distant fourth.

Semis

"I was enjoying myself so much I just wandered off the groove," said semi one winner Rodney Farris. "I had to work hard to get the lead back." Eastern H-D Dealers Association/Varnes H-D-sponsored Randy Texter gathered in second by holding off Peter Hook.

Semi two saw Chandler, Graham, Goss, Filice, Lance Jones and Pearson on the front line, but at the finish it was Graham over Chandler by about a foot and the two were National bound. Graham led for eight laps,

then Chandler got by on lap nine; the fight went to the finish.

Last Chance Qualifier

Gary Scott only led at the finish line on one lap, but it was the last one of the LCQ and that was all he needed for his ticket to the last spot in the 17-rider National field. Scott inched out his win over Hames and Lance Jones.

National

Shobert and Boody immediately engaged in warfare over the top two spots with Graham blistering his way through traffic to third by the end of lap two with Springsteen, Morehead, Ronnie Jones, Hank Scott, and Rainey ahead of Parker after Parker got bounced off the groove while fighting for third.

Parker came back with a vengeance to pick off one and two at a time with a style which took him charging deeper into the turns than any other rider on the track. It was to be his winning combination. By lap seven, Parker was trading third with Graham as Boody and Shobert traded the lead.

"The front carb vibrated or got banged loose," said Springsteen, "and I couldn't get the hose/clamp back around it. I came into the pits, but by the time it was fixed I was two laps down and I didn't see any sense in going back out."

Parker made his move with a draft and pass which carried him deep into turn one and left Shobert with Boody and Graham nipping at his rear wheel. Parker put 10 bikelengths on the three, but keeping the cushion was another matter. Parker turned in a 103.5 mph lap in taking the lead.

Two laps later Shobert returned the favor and the final half of the race saw Parker, Shobert, Boody and Graham running two, three and four abreast on the straights and cutting passes into turns one and three with surgical precision.

Meanwhile, Morehead and Hank Scott were battling each other for fifth as Carr and Jones did the same for seventh. Farris, in ninth, had his hands full with Durelle.

Parker sliced inside Shobert for the lead heading into turn one for the final lap. Graham nipped by for second leaving Boody in fourth. The lead off turn two belonged to Parker and he managed to break the draft for just long enough to lead into turn three with another long, deep dive which sustained the momentum he had built up. Parker led Shobert off turn four and Shobert couldn't get close enough to strike. The win was Parker's and at a blistering pace of over 102 mph. Graham took third behind Shobert with Boody fifth ahead Hank Scott, Morehead, Farris, Carr, Durelle, and Jones.

Junior National

Brian Atherton and Winkie Freitas continued their battle for the Junior Championship crown with Atherton running a start-to-finish 12 laps for the win. Freitas posted another second place finish to keep a solid grip on his points lead.

Atherton had Jamey Peacock and then Aaron Hill for company in the early laps before opening up some distance on the rest of the field. Freitas took second from Hill on lap five and the two traded the position back and forth before Freitas took it for good with two laps to go.

"I'm trying my hardest to catch Winkie in the point standings," said Atherton, "but every time I win he finishes second. You can't make up much ground like that."

Results

SATURDAY

1. Ricky Graham (Hon); 2. Hank Scott (Hon); 3. Bubba Shobert (Hon); 4. Ted Boody (Hon); 5. Steve Morehead (H-D); 6. Jon Cornwell (H-D); 7. Chris Carr (H-D); 8. Ronnie Jones (Hon); 9. Jimmy Filice (H-D); 10. Jay Springsteen (H-D); 11. Lance Jones (H-D); 12. Randy Goss (Hon); 13. Don Howard (H-D); 14. Peter Hook (H-D); 15. Scott Parker (H-D); 16. Scott Pearson (Hon); 17. Pete Hames (H-D).
TIME: 15 min., 37.730 secs.
AVERAGE SPEED: 95.975 mph.

SUNDAY

1. Scott Parker (H-D); 2. Bubba Shobert (Hon); 3. Ricky Graham (Hon); 4. Ted Boody (Hon); 5. Hank Scott (Hon); 6. Steve Morehead (H-D); 7. Rodney Farris (H-D); 8. Chris Carr (H-D); 9. Dave Durelle (H-D); 10. Ronnie Jones (Hon); 11. Doug Chandler (Hon); 12. Gary Scott (H-D); 13. Alex Jorgensen (Hon); 14. Randy Texter (H-D); 15. Terry Poovey (H-D); 16. Jay Springsteen (H-D); 17. Wayne Rainey (H-D).
TIME: 14 min., 41.947 secs.
AVERAGE SPEED: 102.047 mph (Record; old records by Ricky Graham, 8/26/84 of 14:49.235/101.21).

JR NATIONAL: 1. Brian Atherton (W-R); 2. Winkie Freitas (Hon); 3. Aaron Hill (H-D); 4. Phil Vigneri (C-A); 5. Greg Gatliff (H-D); 6. Nickie Fontana (Hon); 7. James Faulkner (C-A); 8. Brad Furlong (H-D); 9. Jamey Peacock (H-D); 10. Donald Myers (H-D); 11. Steve Duff (H-D); 12. Tim Skov (W-R).

CAMEL PRO SERIES POINT STANDINGS: 1. Bubba Shobert (21); 2. Ted Boody (174); 3. Doug Chandler (164); 4. Scott Parker (146); 5. Scott Pearson (129); 6. Chris Carr (99); 7. Ricky Graham (94); 8. (TIE) Mike Baldwin/Ronnie Jones (89); 10. Jay Springsteen (70); 11. Randy Renfrow (69); 12. Steve Morehead (65); 13. Pete Hames (64); 14. (TIE) Alex Jorgensen/Rich Schlachter (63); 16. Terry Poovey (62); 17. Randy Goss (61); 18. Alan Labrosse (56); 19. Wayne Rainey (52); 20. Mile Baldwin (51).

JR NATIONAL CHAMPIONSHIP POINT STANDINGS: 1. Winkie Freitas (245); 2. Brian Atherton (230); 3. Aaron Hill (122); 4. Brad Furlong (64); 5. Curtis Cannon (60); 6. Frank Garcia (52); 7. Wade Camlin (48); 8. Les Washcon (47); 9. Don Myers (46); 10. Cecil Hart (40).

SCHWANTZ SMOKES KENT.



He got on his bike. He lit it up. And off went Kevin Schwantz to smoothly win round 9 of the AMA National Superbike Championship in Kent, Washington. While the competition was huffing and puffing after second place, Kevin kept up a consistent lead and rolled his own victory.

Suzuki and Kevin Schwantz. They'll burn up any track. And leave the competition smoldering.



WORKS LIKE A SINGLE MOVING PART.

New bikes

1986 Suzukis, Kawasakis, KTMs revealed at Ponca City

By Kit Palmer

PONCA CITY, OK. AUG 8

Suzuki, Kawasaki and KTM introduced their full line of 1986 production motocrossers at the Grand National Motocross Championships in Ponca City, Oklahoma.

The Suzuki RMs are the most radically changed from 1985, especially the all-new, larger-in-size 1986 RM80. All of Suzuki's 1986 motocrossers have bright blue-painted, revised engines, new suspension and slimmer profiles.

Kawasaki's most-changed KX is the KX125, which no longer has a strut on the Uni-Trak rear suspension (the KX250 and KX500 still use a

strut). The KX500 now has K.I.P.S. (Kawasaki Integrated Power-valve System), and all have front and rear disc brakes.

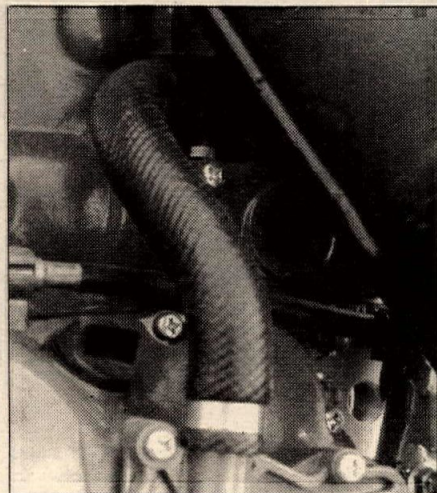
KTM's line-up is highlighted by the all-new 80MX that was supposed to make its U.S. racing debut at Ponca City; the bikes arrived in the country too late to be prepped for the race. The KTM 250MX has a new Digital Control ignition system; the 125MX, 250MX and 500MX KTMs have front and rear disc brakes.



The RM80 is all new for '86 with more horsepower and a bigger frame. Seat height is now two inches taller, but the wheelbase remains the same at 48.6 inches. Rear suspension is similar to the 125 and 250 (travel has been increased by one inch at each end to 10.4 inches), and it also has a front disc brake. The RM80 also has a longer-stroke motor (47.5x46.8mm from 49x44mm) along with a larger Mikuni carburetor, 28mm, up from 26mm.



A knob on the power valve alters the spring preload on the exhaust valve itself and adjusts the power-band by changing when the power-valve opens.



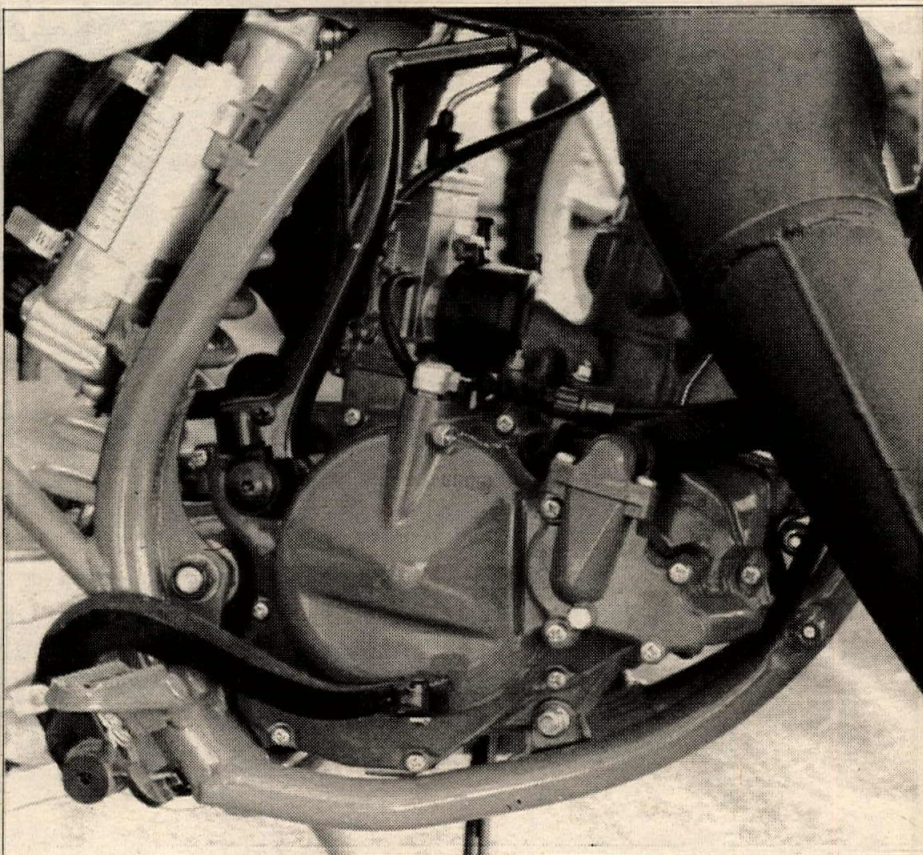
The 1986 production RMs have small inspection windows over the power-valve mechanisms, just like the 1985 works bikes.



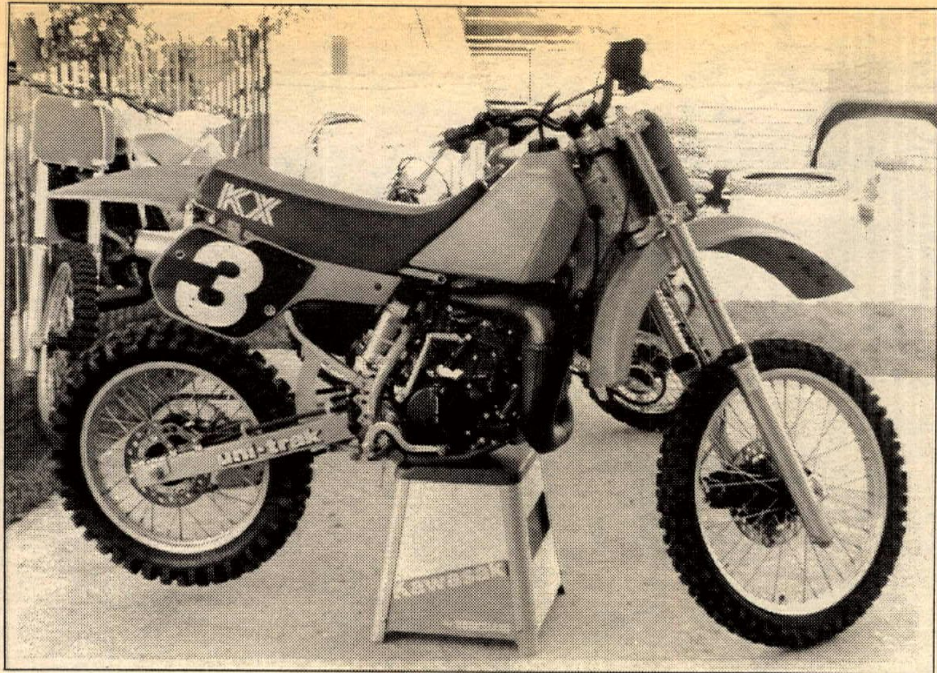
The 1986 RM250 Suzuki is slimmer, with a new Full-Floater rear suspension system and an engine that's painted blue (all the new RMs have blue engines). For better low end power, the 1986 RM250 has a smaller, 36mm flat-slide Mikuni carburetor and a power-valve. The engine is also longer; bore and stroke is now 67x70mm instead of 70x64mm.



Suzuki's RM125 is now equipped with a power-valve similar to that on the 250, but the unit is mounted above the exhaust port, instead of below. As in the case of the 250, much emphasis went into making the bike narrower with oval frame tubing and a slimmer seat and gas tank. The exhaust pipe, which used to be routed outside the frame tube (behind the right side panel), now runs through it--similar to what the works bikes have.



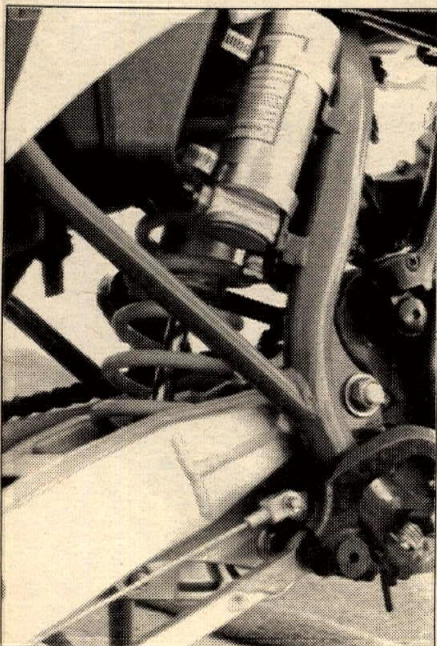
Clutches on both the RM125 and RM250 are slightly changed: Overall engine width is reduced this year, making room for a rack-and-pinion clutch-actuating system instead of the previously-used push rod. To increase rpm and peak horsepower, the impeller in the water pump on both the RM125 and RM250 is now lighter, with three blades instead of five.



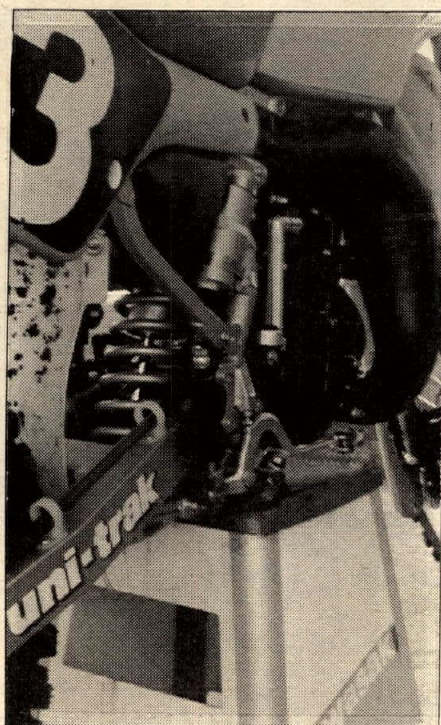
The Kawasaki KX125 E1 is the most changed of all the KXs and is the only one with the new Uni-Trak rear suspension system. Kawasaki went to the linkage system rather than the rocker arm design to make room for a larger airbox, which allows better breathing to improve engine performance. Similar to the Honda CRs, all the KXs have a detachable rear sub-frame section made out of square-section aluminum tubing. Forks on all the Kawasakis have a Travel Control Valve (TCV) similar to the AVDS anti-dive system on some Kawasaki street bikes; as the fork compresses, compression damping rate increases automatically.



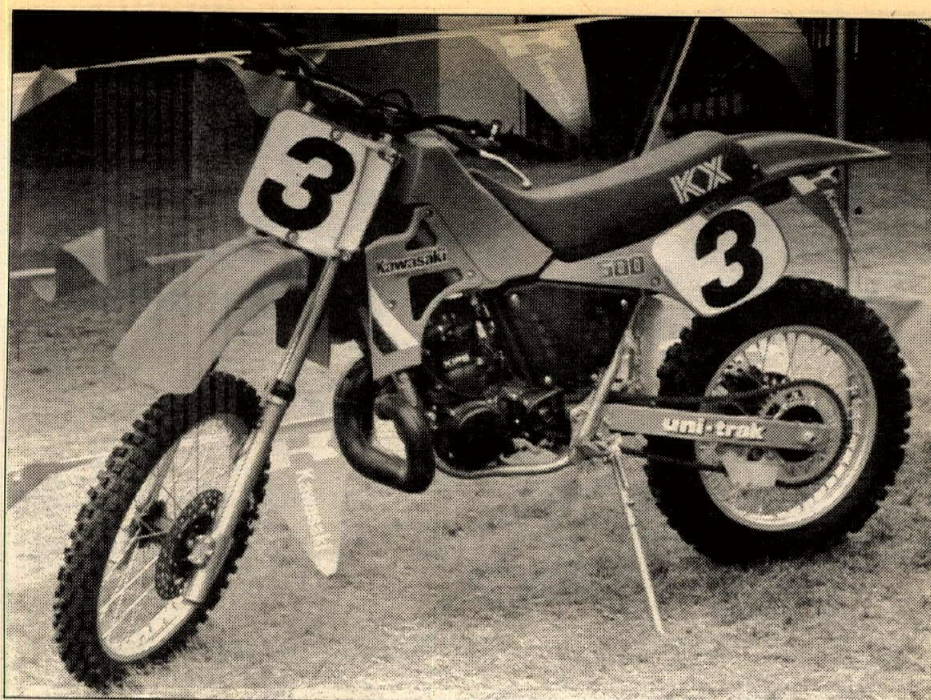
The KX80 has an all-new, square-tube steel frame with a removable rear sub-frame; the sub-frame is built of round instead of square-section tubing. The KX80 has the linkage rear suspension set up for the same reason as the KX125--to make room for a larger airbox. Not much was touched inside the engine, except the cylinder is slightly turned on the crankcases to align the intake and exhaust ports and thus improve gas flow.



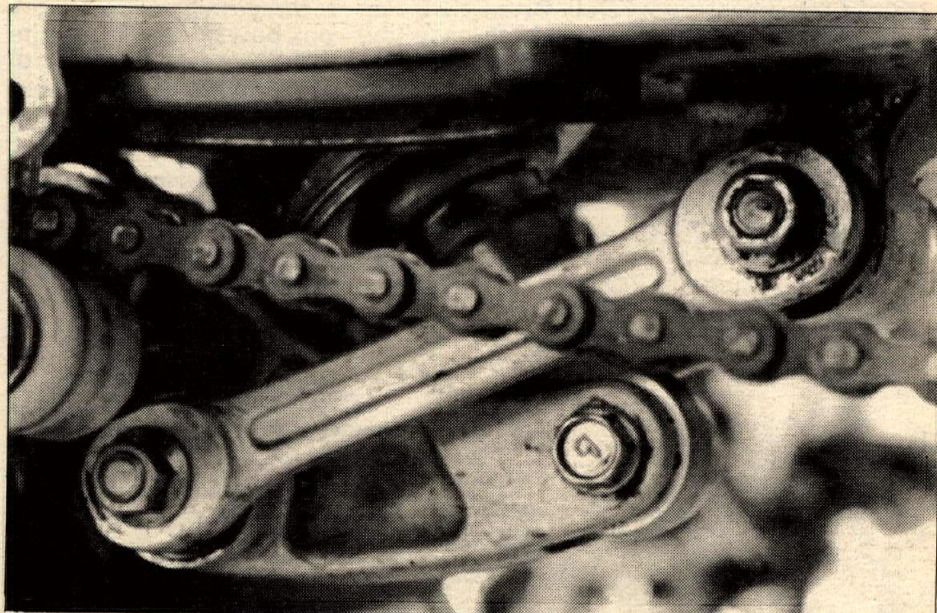
By eliminating the shock strut and the bell-crank housing, Suzuki is able to lower the overall center of gravity on all the 1986 RM models. The shock still has 17 compression and 21 rebound damping adjustments.



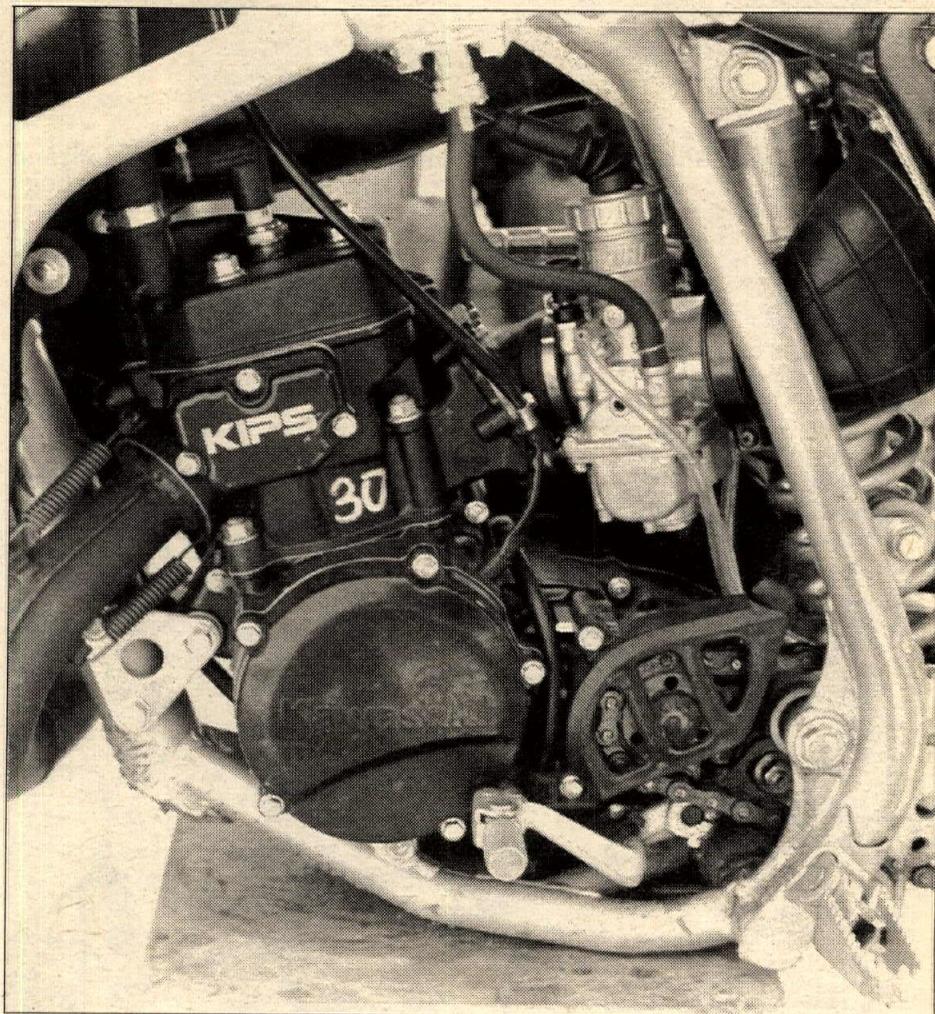
When the KXs' rear sub-frame section is removed, the airbox, seat, silencer and fender remain attached.



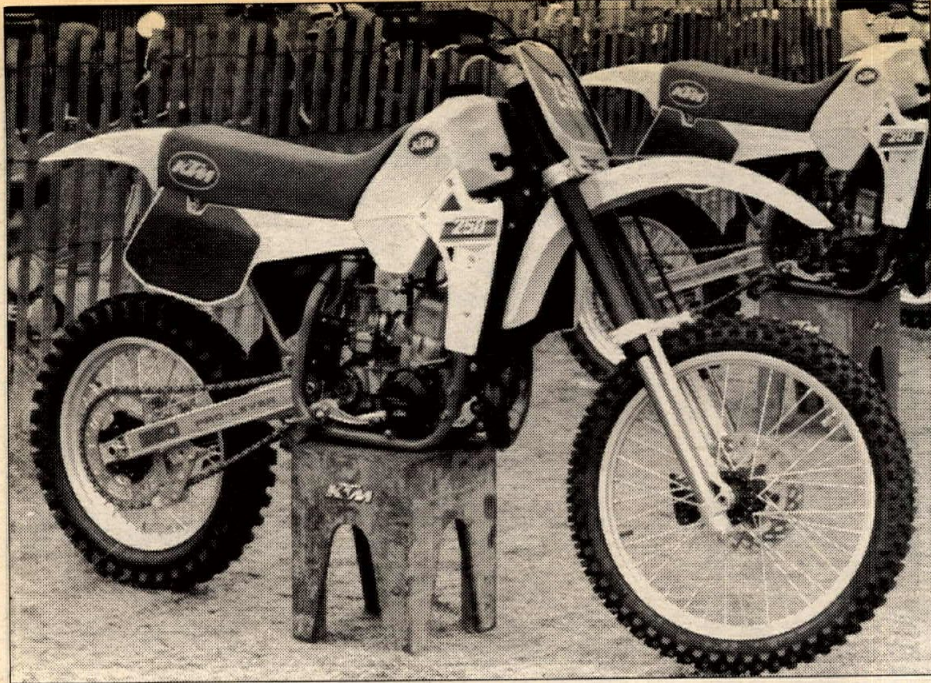
The most significant change made to the KX500 is the addition of the K.I.P.S. and the elimination of a boost bottle. Chassis remains unchanged except for the TCV forks, a stronger strut, and the rear disc brake.



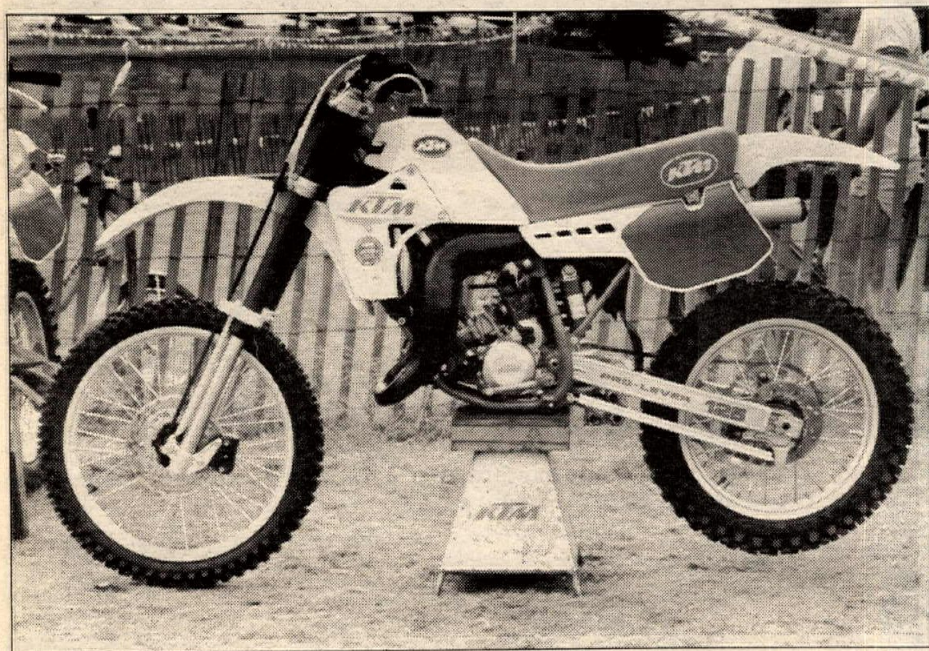
A close-up look at the linkage system on the KX125's Uni-Trak suspension system. There are no zerk fittings.



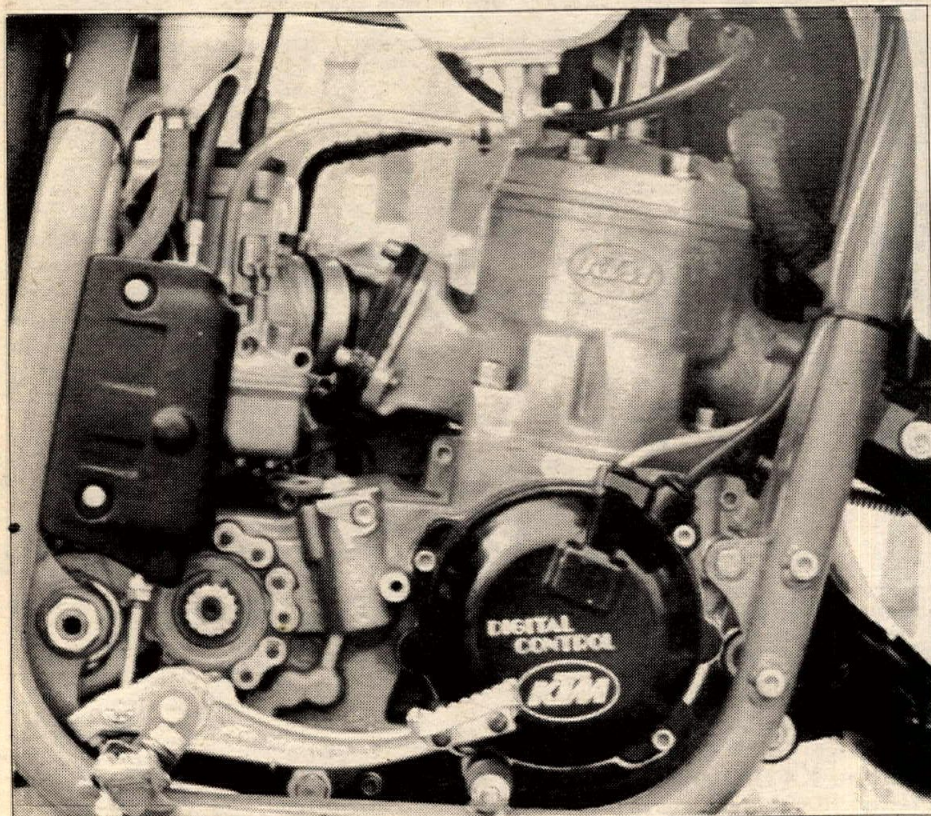
Like the KX125 and KX500, the KX250 now has front and rear disc brakes. Kawasaki stayed with the rocker-type rear suspension on the KX250; however, the adjustable strut is slightly larger in diameter to improve strength. Engine changes include slightly-different port shapes, raised compression ratios and different K.I.P.S. valve angles.



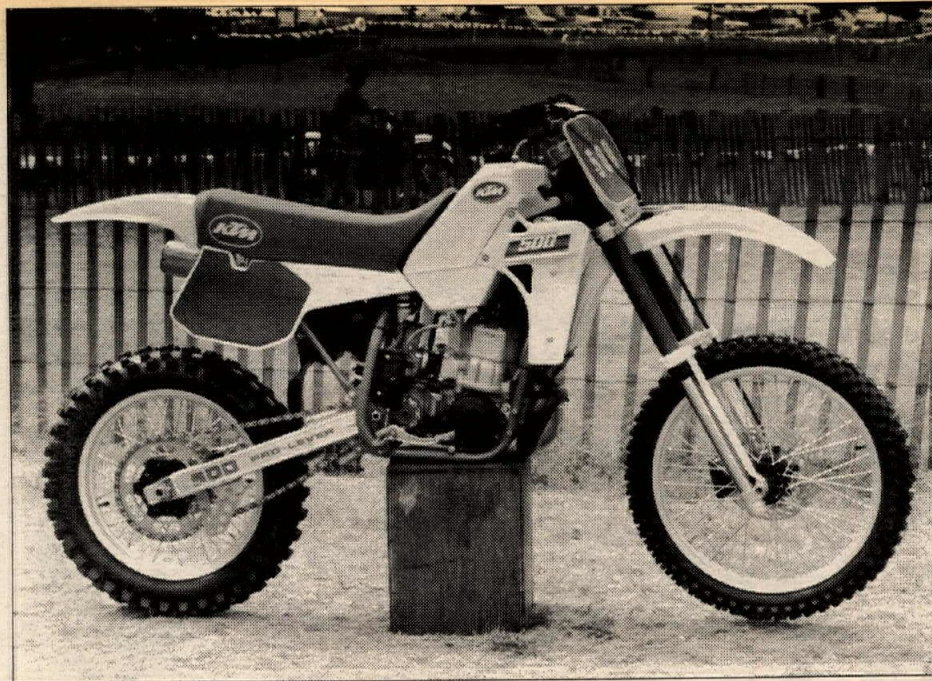
The 1986 KTM250MX features the new Digital Control ignition system: To improve torque and smooth out the transition to mid-range, the ignition is programmed to change the spark advance every 500 rpm. The 250MX also has the new Dell 'Orto PHBE carburetor, which uses a hollow slide to reduce turbulence and increase low-rpm power. Unlike all the Japanese 250s, the KTM doesn't have a power-valve. A new cylinder with moderate porting changes gives the KTM 46.0 bhp @ 8100 rpm measured at the countershaft. The five-speed transmission is unchanged for 1986.



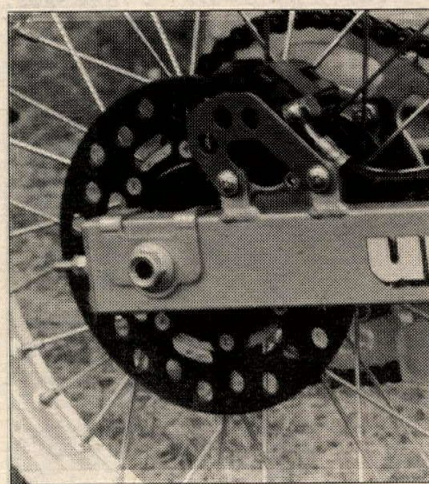
The 1986 KTM 125MX is still in development stages although the front and rear suspension and motor are ready to go. It's the frame that hasn't been finalized yet; KTM is developing a slightly-smaller frame to lower the seat height. Claimed horsepower is 35 bhp @ 9800 rpm.



Only the KTM250 has the new Digital Control ignition system. A black guard protects the rear disc brake reservoir assembly.



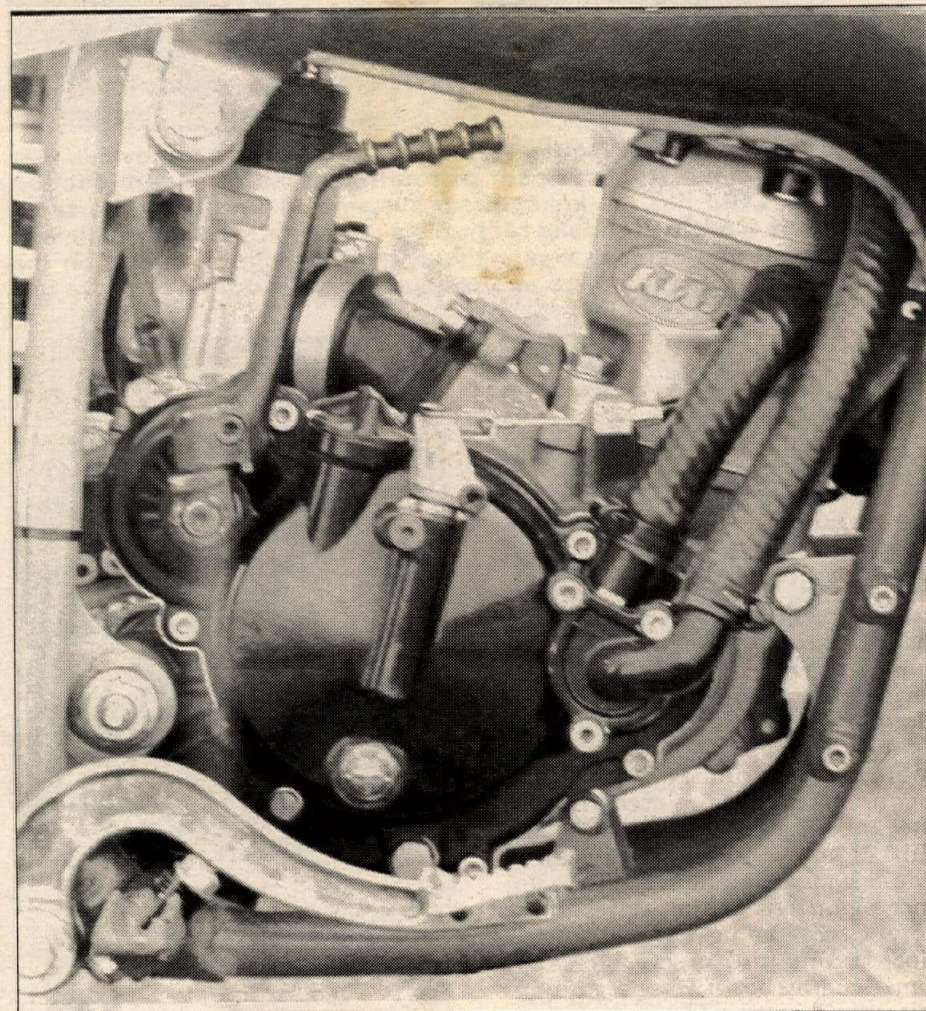
The KTM500 has minor engine porting changes, with updated suspension. The Pro-Lever rear suspension linkages produce different ratios and allow the use of a lighter spring on the White Power shock. Both front and rear suspension are equipped with White Power Pro Kit that many KTM owners installed on their 1985 KTMs. Forks on the 125MX, 250MX and 500MX KTMs are inverted White Power units producing 11.8 inches of travel; rear travel is 13 inches.



Rear disc brakes are found on all the 1986 KX motocrossers except the KX80 and KX60.



Rear disc brakes also come stock on the 125, 250 and 500cc KTM, as well as the MXC enduro models.



The water-cooled KTM80 displaces 78.12cc, has a 35mm Dell 'Orto carburetor and produces 23.5 bhp @ 12,000 rpm. Rear suspension is handled by White Power, but the forks are Marzocchi built to KTM specifications. Wheel travel up front is 9.4 inches, and rear wheel travel is 9.8 inches. The KTM 80MX weighs 131 pounds dry.



Main Street, Sturgis, at the height of the 45th Annual Black Hills Motorcycle Rally and Races. It's about motorcycles, motorcycles and more motorcycles.

Street Life Serenades

Vignettes from an unreal world

By Richard Creed

As most of you who read this august journal know, the small farming and ranching community of Sturgis, South Dakota, once a year opens its doors and girds its loins for a virtual

onslaught of two-wheeled mounted strangers that have, for some reason, annually descended on this isolated spot in a sea of nowhere for a week of activity that primarily revolves around (nice pun that), a transportation and sport device known commonly as, "The Motorcycle."

Since the reader is no doubt well aware of the circumstances and history of this prestigious event, herein after known as the 45th annual Black Hills Motorcycle Rally and Races, it would be boring and repetitious to once again recant the well known story of its beginnings in J.C. "Pappy" Hoel's front yard or even to offer some lengthy bit of verse regarding this year's event. The race report appears elsewhere, I assume, in this issue and for those readers so inclined, I recommend a speedy perusal of its copy.

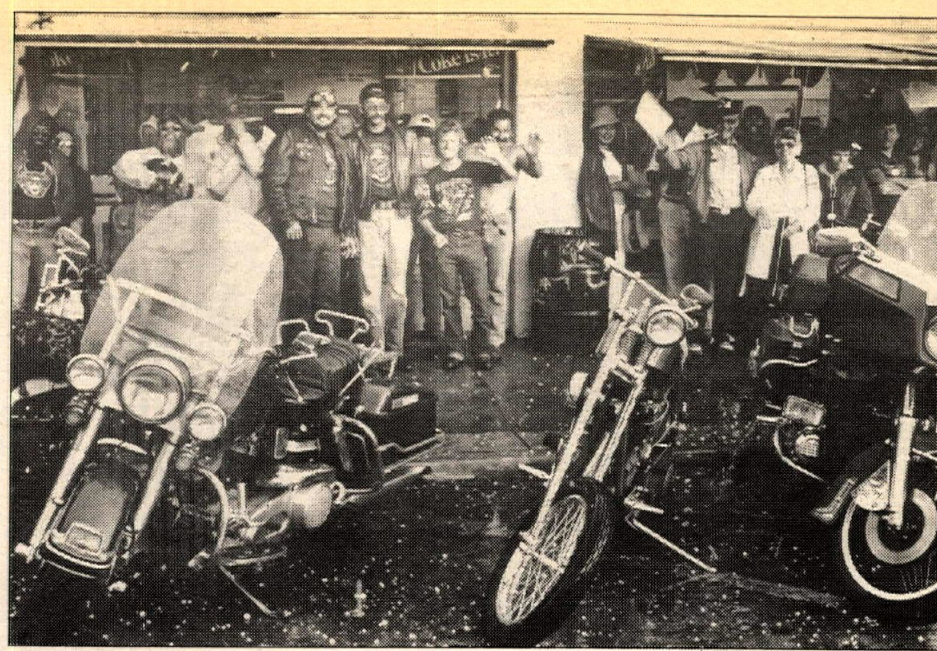
So where does that leave us?

About where it leaves most people who come here after traveling sometimes halfway across the continent. Or further. The big question is, "What do I do now?" This question is usually said in a tone of bewilderment as it follows the statement, said with pride, "Hey, I'm here! I made it!"

To be frank, there isn't really a lot for a person to do in Sturgis (just ask the people who live here), if you are interested in made-to-order entertainment. The last picture show played out its run in Sturgis several years ago and has since been turned into an emporium selling second hand books, clothes and handicrafts.

Bars and lounges are certainly plentiful, there being a half-dozen in the first two blocks of Main Street. But, during Classic Week, especially later in the week if it's hot during the day or at any time during the evening, getting into a watering hole can be a problem.

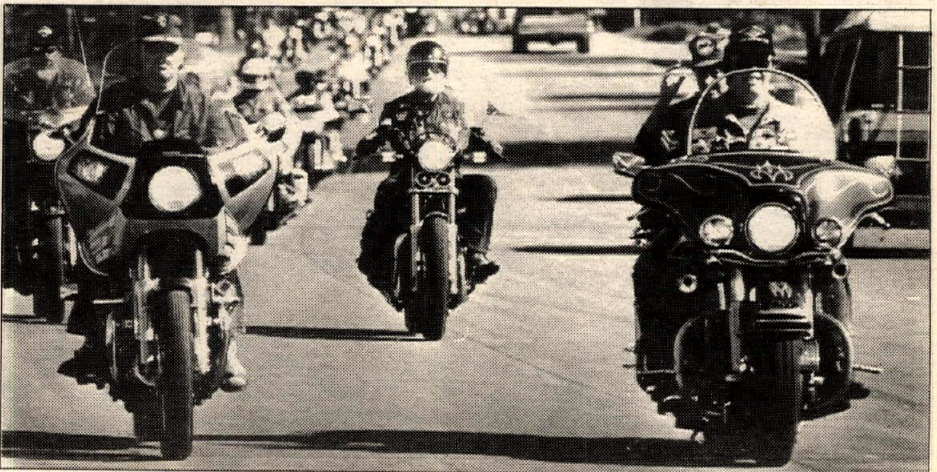
Of course, there *are* the many, and



When it rains, the bikes get wet and people huddle in the storefronts.



(Above) Unique transportation on Main Street. (Below) On the road.



(Below) The Main Street River, with curbs under water.



varied tourist-oriented businesses, mostly situated a short ride to the south around Rapid City, Keystone, and Custer.

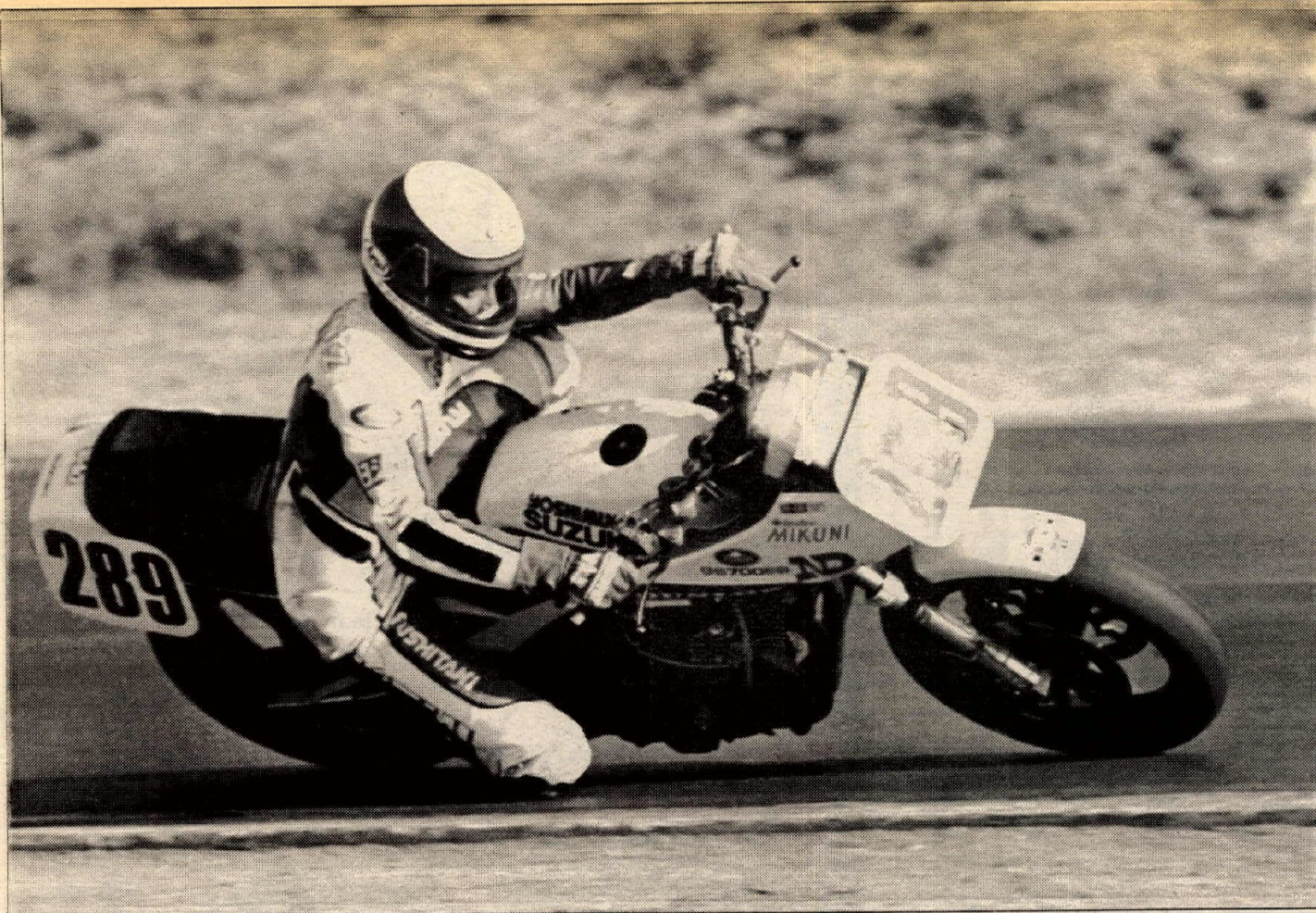
But, what Sturgis has to offer the visitor is primarily the experience of seeing literally thousands of motorcycles parked handlebar-to-gas tank, four rows wide, for a distance of up to six city blocks. That, and, weather permitting, some of the finest, freest, and most challenging riding to be found between two coasts.

The best way to understand the

Sturgis event is not through the words of someone else, but in person. Barring that, some visual record is perhaps the best substitute. For substitute it is. To fully appreciate Sturgis, it must be experienced first hand. Trust me. I know about these things.

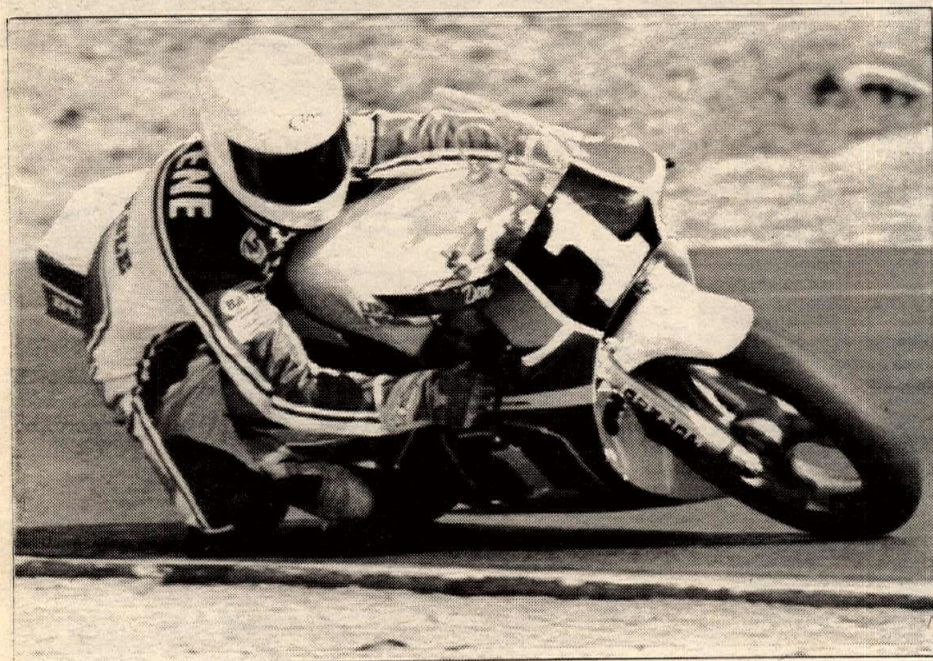
Ten years ago I came to Sturgis, and except for a brief time of wandering, I have remained here. With only occasional regrets. This is a personal matter, granted, and probably of no interest to the reader . . . but before-

(Continued to page 30)



PHOTOS BY PAUL CARRUTHERS

(Above) Kevin Schwantz won his second Superbike race in a row with a win over Fred Merkel at Sears Point. (Below) Don Greene captured the Formula Two win after a brief tussle with Richard Schlachter.



AMA Superbike Championship: Round 10

Schwantz reigns supreme at Sears Point

By Paul Carruthers

SONOMA, CA, AUGUST 25

Yoshimura Suzuki's Kevin Schwantz cruised to his second consecutive Superbike victory with a seven-second win over reigning Superbike champion Fred Merkel in the Western

Scooter/ND Spark Plug Pro/Am at Sears Point International Raceway.

last week's round in Seattle, led the Superbike race wire-to-wire and was never seriously challenged in the hills of Sonoma, California. Merkel is still suffering from his Laguna Seca crash

in which he broke his foot, and was in visible pain after the race. His second place, however, solidified his point lead over John Bettencourt, who ended up fifth. Third place went to Starfire Racing's Todd Brubaker with Dale Quarterley finishing fourth.

The Sears Point track was changed considerably the week prior to the Pro/Am in an effort to make the track safer. A small, left-to-right chicane was constructed in turn one to slow riders in what was before a very fast corner bordered by a dirt cliff; the change was made in response to two-time Superbike Champion Wes Cooley's horrendous accident in turn one at the National in May, in which Cooley crashed and flew into the hillside, sustaining life-threatening injuries. The chicane was successful in preventing crashes and also proved to be an equalizer for some riders.

Although everything ended well for young Texan Schwantz, the day didn't start out the way he planned. Heat one was loaded with Merkel, Scott Gray, Sam McDonald and crew and Schwantz was left sitting on the line while the pack swarmed into turn one. "They held us for a long time and the clutch engaged and just went blah," Schwantz later said.

It was Glenn Barry on his Honda of Bartow-sponsored VF750F leading the charge into turn one. (The start/finish line was moved up towards the first corner and the chicane was not used on the start). Schwantz was way behind, but received a reprieve when Kevin Monahan got off hard in turn four and took David Harris with him. The race was red-flagged and Schwantz was able to begin the re-start on equal terms.

And that's exactly what he did. Merkel and Barry led the pack into turn one, but by the time they got to the esses (turns eight and nine), it was Schwantz out front. Merkel, however, wasn't giving up and the two were side-by-side for the first few laps. On the fourth lap, Schwantz turned up the pace and Merkel couldn't keep up. Gray held on to third with Barry fourth and McDonald fifth.

Brubaker was in a class by himself in heat two as he scored a runaway win

over Bettencourt. Walter Nitto prevented a Honda sweep in the second heat by squeezing his Kawasaki into third ahead of Ricky Orlando's Honda mount. Fifth place went to Dave Busby on his Shoei/Liquid Horsepower/Michelin-sponsored Honda.

Schwantz's heat race was the fastest of the day and he quickly turned his position on the pole into a holeshot. Merkel also got a decent start and was sitting in fourth place going into turn two. At the end of the first lap it was Schwantz over a determined Gray, Bettencourt, Merkel, Brubaker, Barry, Nitto and McDonald. Schwantz was already in command as he started to stretch a slight lead over Gray.

The 23-rider field settled into a groove behind Schwantz and suddenly it looked as though Gray was going to challenge the Texan. All that changed, however, on lap four when Jim Williams/Redwood Cycle Scene/Frank Thomas Boots/Yoshimura R&D/Slater Bros./Shoei/Dunlop/Cycle Pro of Santa Rosa-sponsored Gray crashed his Suzuki hard and slammed into the tires coming out of turn four. Gray was up, but was reported as having fractured a left shoulder and wrist.

With Gray out and Merkel sneaking by Bettencourt, a Schwantz/Merkel shootout seemed to be in the works. Although Schwantz held a seven-second lead, Merkel was moving and quickly trimmed the seven seconds into only a two-second lead on lap eight.

"I ran into a little traffic and that combined with three bad mistakes on one lap and he caught right up," Schwantz said later.

Brubaker, meanwhile, had gotten by Bettencourt while Quarterley was also on the move in fifth place. Schwantz picked up the pace after seeing Merkel's shadow and, once again, quickly pulled away. By lap 11, Schwantz had gained back almost all of what he lost and led by five seconds. Quarterley started gaining rapidly on Bettencourt, who seemed to be struggling. On lap 16, Quarterley made his move on Bettencourt and immediately grabbed a solid hold on fourth place.

The order after 17 laps was Schwantz, Merkel, Brubaker, Quarterley, Bettencourt and Monahan. That's the way it ended and Schwantz had his third win of the year as he added Sears Point to victories at Willow Springs and Seattle. Although this week's win wasn't as easy as last week's, he was still in command for the entire race.

"We blew up the motor on Friday," Schwantz said. "It was a problem we haven't had this year; it broke a valve, but that was the same bike I raced today. The race went smooth, but at around the halfway point I couldn't hardly make the back tire stick. I went out and set a fast pace and the tires were used up pretty early."

Results

SUPERBIKE: 1. Kevin Schwantz (Suz); 2. Fred Merkel (Hon); 3. Todd Brubaker (Hon); 4. Dale Quarterley (Yam); 5. John Bettencourt (Hon); 6. Kevin Monahan (Yam); 7. Ricky Orlando (Hon); 8. Glenn Barry (Hon); 9. Sam McDonald (Yam); 10. Marvin Braun (Yam); 11. Kerry Bryant (Kaw); 12. David Harris (Suz); 13. Walter Nitto (Kaw); 14. Frank Mazur (Hon); 15. Todd Hutchings (Hon).

POINT STANDINGS: 1. Fred Merkel (112); 2. John Bettencourt (94); 3. Todd Brubaker (89); 4. Glenn Barry (77); 5. John Ashmead (65); 6. Kevin Schwantz (60); 7. Jim Filice (48); 8. Sam McDonald (43); 9. Rueben McMurter (42); 10. Ricky Orlando (39).

Greene unstoppable at Sears

By Paul Carruthers

SONOMA, CA, AUGUST 25

Don Greene moved a step closer to catching Richard Schlachter in the point standings and keeping his Formula Two Championship with a big win in the F-2 class at Sears Point. Greene picked up seven points on third-placed Schlach-

ONLY THE BEST BECOME
WORLD CHAMPION!

September 4, 1985 **CYCLE NEWS**



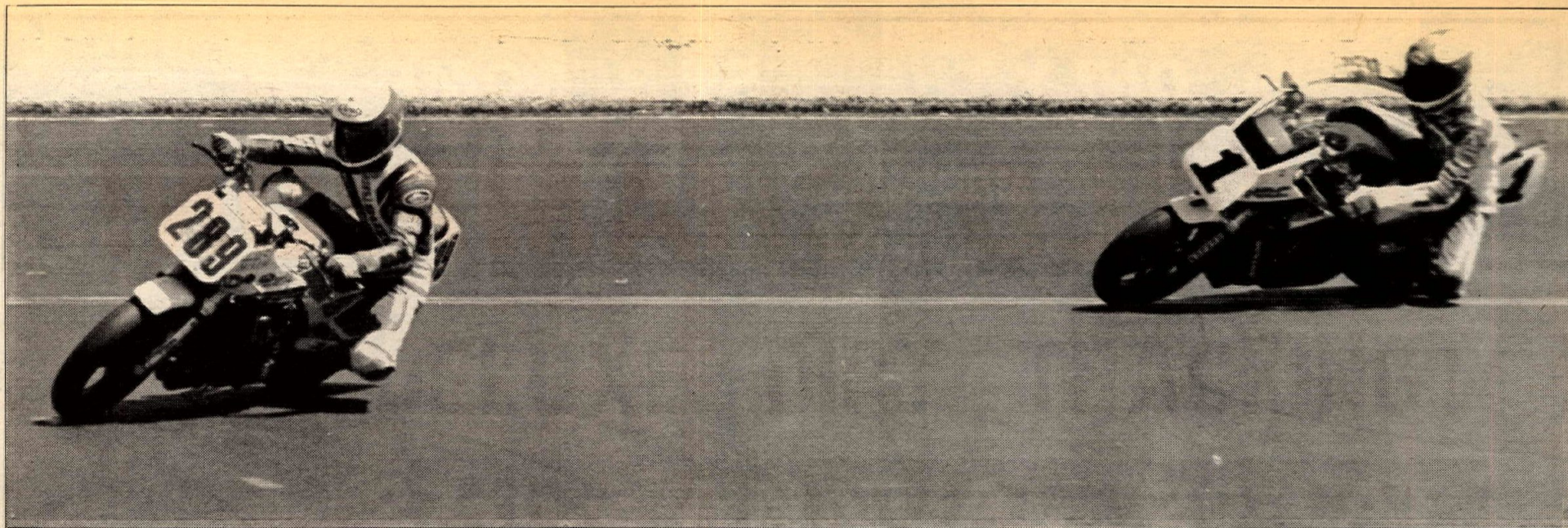
HEINZ KINIGADNER
#1 250cc 1984/1985

On October 1, you can see the machine that
Kinigadner rode to his second World Championship:
The amazing KTM 250MX Digital Control

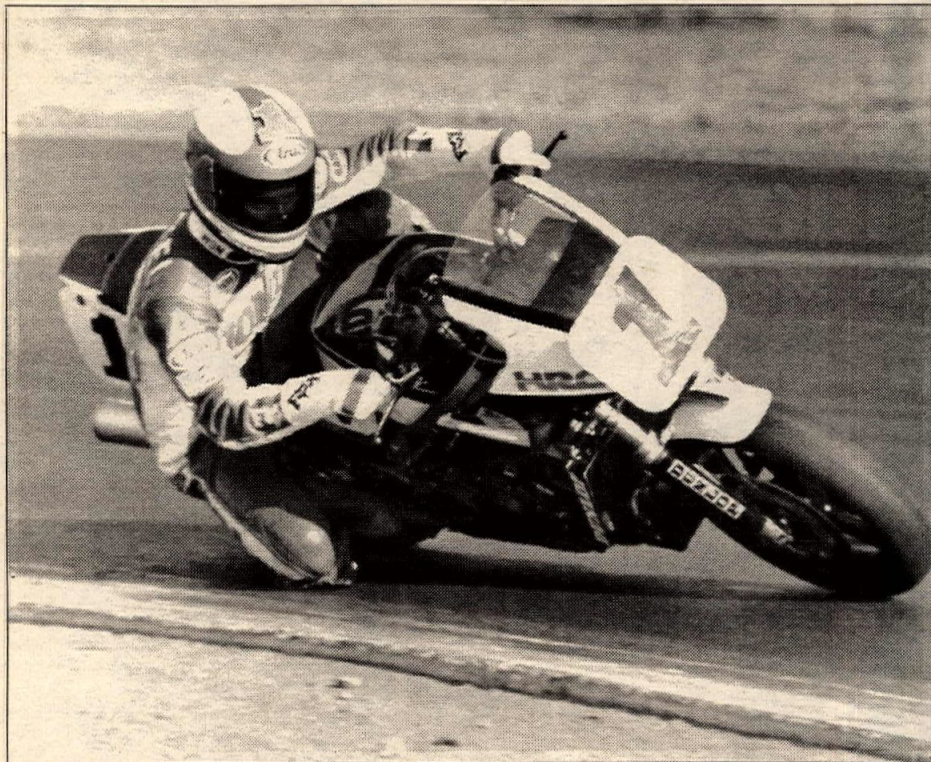


World Class Machines for Champion Riders

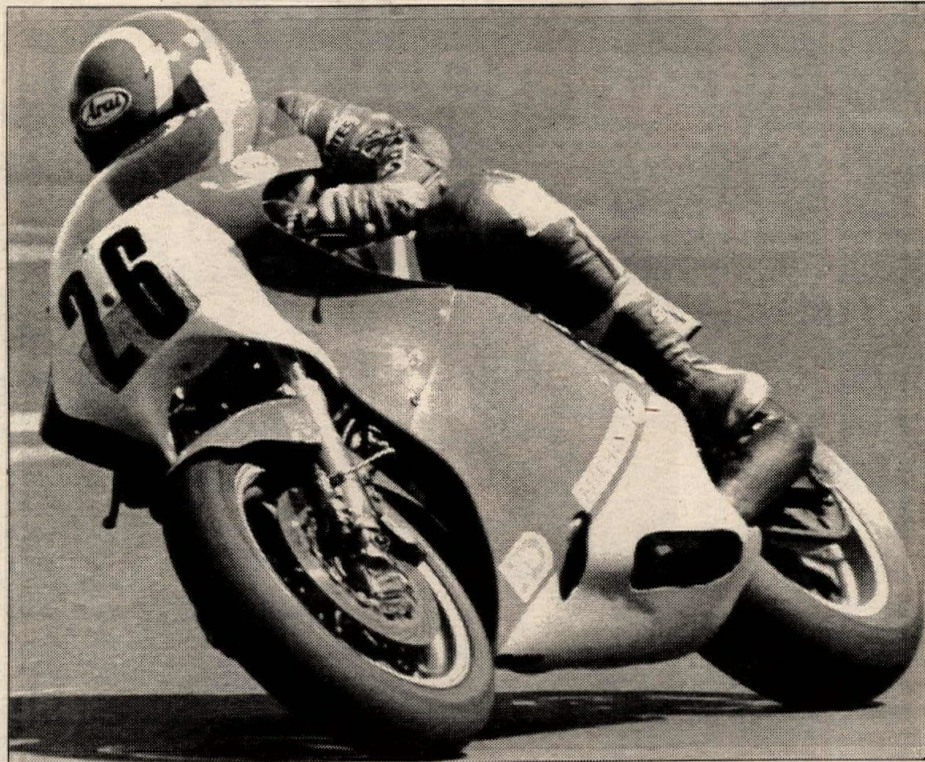
KTM America, Inc.
1906 Broadway, Lorain, OH 44052 315 W. Bradley, El Cajon, CA 92020



Schwantz leads Merkel as the pair navigate the new chicane during the first Superbike heat; Schwantz won both the heat and the final.



Merkel finished second in his first race since braking his foot at Laguna Seca; the second place solidified his hold on the point lead.



James Adamo led early, fell behind and charged back to the front in the Battle of The Twins race; Adamo beat rival Gene Church.

ter and now only trails the Team MacLean rider by six points. Miles Baldwin put his Brothers Honda-BMW/Shoei/Fox-sponsored Honda into the winner's circle with a second place finish.

Baldwin asserted himself as the man to beat by posting the fastest heat race time. Baldwin passed Dwayne Chung on the backstraight on lap four and never looked back. Chung finished second ahead of an unusually-conservative Schlachter.

"I think I was a little too conservative in practice and in my heat because of the point lead," Schlachter said.

Greene definitely wasn't conservative as he immediately jumped to the front of the pack in the second heat. With Greene opening up a lead and cruising to the win, Dave Sadowski was doing the same on his RS250R in second place. The heat race ended prematurely with one lap remaining when Edwin Woo crashed on the exit of turn eight. Woo was transported to Sonoma Valley Hospital with possible hip injuries.

The scene for the final was set in what looked to be a Greene/Baldwin battle, but Schlachter showed that his conservatism was gone as he challenged Greene into turn one. The action really heated up at the start of the second lap when Greene took a detour through the dirt coming out of the new chicane. Schlachter jumped at the opportunity and took the lead, but Greene was still right there.

Baldwin was back in fifth behind

Chung and Sadowski, but was beginning to assert himself. Lap three started with Greene and Schlachter side-by-side going into turn two. Baldwin, meanwhile, had moved his Honda up to third. James Stephens started showing his pre-Seattle-crash form with a move into sixth, and offered the Chung/Sadowski battle a third party.

Stephens moved by both Chung and Sadowski and started to pull away. Greene got the break he was looking for on lap nine when Schlachter almost crashed going into the chicane. The mishap allowed Baldwin to sneak into second place and Greene to open up a big lead. Schlachter immediately began to fade in third while Greene put some distance between himself and Baldwin.

Greene stretched his lead to nine seconds at the finish ahead of Baldwin and Schlachter, who had encountered shifting problems on his Honda. Fourth place went to a lonely Stephens with Jeff Heino moving by Chung for fifth place. Sadowski got off in turn eight on the last lap, but got up uninjured.

"It's going to go down to the end now," Greene said of the point-race battle. "I've been learning a little bit all year from Rich and Wayne (Rainey - who was absent, racing a Mert Lawwill-tuned Harley-Davidson in Indianapolis). It was really a smooth race for me except for the chicane; the brakes weren't up to temperature yet."

Results

F-2: 1. Don Greene (Hon); 2. Miles Baldwin (Hon); 3. Richard Schlachter (Hon); 4. James Stephens (Rot); 5. Jeff Heino (Hon); 6. Dwayne Chung (Yam); 7. Allan Scott (Yam); 8. Brad Hollman (Hon); 9. Robert Lugliani

(Arm); 10. Mark Smith (Yam); 11. David Sadowski (Hon); 12. Chris Schulze (Hon); 13. Dave Avery; 14. Joseph Cannon (Yam); 15. Robert DeWitt (Yam).

POINT STANDINGS: 1. Richard Schlachter (137); 2. Don Greene (131); 3. Wayne Rainey (100); 4. Miles Baldwin (77); 5. Jeff Heino (59); 6. James Stephens (52); 7. Dave Sadowski (47); 8. Robert Lugliani (45); 9. Chuck Aksland (42); 10. tie, Brad Hollman/Dwayne Chung (37).

Adamo tops the BoTT

By Paul Carruthers

SONOMA, CA, AUGUST 25

James Adamo grabbed the early lead in GP division of the Battle of The Twins at Sears Point only to lose it in the middle stages to rival Gene Church, but Church wore himself thin in the early going and Adamo was able to comeback and take the win.

Adamo immediately shot his Team Leoni/Cagiva/Michelin/Arai-sponsored Cagiva into the lead at the start of the final and it didn't look like he could be caught. Meanwhile, Harley-mounted Church got off in third place but quickly moved into second ahead of Malcolm Tunstall's Crane Electronics-sponsored Ducati and Jerry Altizer's Harley.

Adamo had pulled out a four-second lead by the fourth lap while Dave McClure's Harley led the Heavyweight Modified class and Hilton Van Staden held the top spot in the Lightweight Modified division. Will Roeder's Harley was the top Stock entry.

Church began to reel in Adamo on lap five and suddenly stole the lead on the seventh lap. The Harley Owners Group/H-D Motor Co./Dunlop-sponsored rider started to pull clear of Adamo. However, as quickly as Church pulled away, Adamo gained back the ground lost and on the 11th lap took the lead again.

Adamo wasn't about to re-live his past experience and held on to take an easy win over a worn-out Church. Tunstall held on to the third spot with Altizer finishing fourth.

McClure won the Heavyweight Modified with Sherry Friduss getting her Moto-Guzzi into the second spot. In the Lightweight class, Stephen Wickland got by Van Staden to put his Honda in the top spot and Roeder won the Stock class.

"I wore myself out in the early laps catching up," Church said. "I just couldn't hold it."

"I started out hot and made some bad choices in traffic and dropped a long way back, but it worked out okay" said Adamo.

Results

GP: 1. Jimmy Adamo (Cag); 2. Gene Church (H-D); 3. Malcolm Tunstall (H-D).
HEAVYWEIGHT MOD: 1. David McClure (H-D); 2. Sherry Friduss (M-G); 3. Paul Vogel (H-D); 4. Rick Weber (BMW); 5. Carlton Wittington (Duc); 6. Chuck Bullwinkle (H-D); 7. Bud Riddle (Yam).
LIGHTWEIGHT MOD: 1. Stephen Wickland (Hon); 2. Hilton Van Staden (Duc); 3. Eric Swortsfigure (Hon); 4. Richard Winningstad (Cag); 5. Mark Wesndanger (Nor); 6. Stanford Crane (Duc); 7. Kurt Krueger (Tri); 8. Michael Moore (Lav); 9. Roger Sears (Duc); 10. David Neal (Nor).
STK: 1. Will Roeder (H-D); 2. Michael T. Johnson (Yam); 3. Mark Yarrow (Yam); 4. Richard C. Key (BMW).

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PHOTOS BY MERLE ACORD

Team Husqvarna's Terry Cunningham moved closer to his third National Championship by winning the Jack Pine National.

AMA National Championship Enduro Series: Round 9

Cunningham clangs Jack Pine Cowbell

By Merle Acord

MOORESTOWN, MI, AUG. 18

Team Husqvarna's Terry Cunningham charged his 430 Automatic through 186.8 miles of Michigan sand whoops, tight woods trails and high-speed two-tracks to nip

ISDE-bound Husky rider Brian Mull by 32 seconds to win the Jack Pine National. Defending National Champion Cunningham and Michigan rider Mull each dropped five points.

Can-Am's John Martin and Husky's Dave Bertram each dropped six points and after recounting and re-checking the tiebreaker scores and some shuffling on the scoreboard, Martin emerged with third overall. Fifth overall fell to Lansing Cycle's Alan Randt, who will also be making a trip to this year's ISDE.

Right on cue Saturday night, 1.5 inches of rain fell, making riding conditions on the sandy soil ideal for the 59th running of the "Cowbell Classic."

Cunningham's win will see his name engraved on the traveling cowbell trophy for the third time in the last four years (teammate Mike Melton won Jack Pine in 1984). Cunningham also appears to be on his way to a third National Championship, while teammate Bertram is second in the point chase behind Cunningham. It would take a minor miracle for Bertram to catch him in the remaining three events.

John Martin, a minute down from Cunningham, topped Can-Am teammates John Fero by four points and Geoff Ballard by seven. "I stopped in the woods after checking my computer," said Ballard, "and John (Fero) came up beside me. John was riding three minutes behind me and shouldn't have been there. I knew then my computer was off. I reset it and rode behind John until the next check where I lost four minutes, and then I later burned a check."

"I managed to arrive early at three checks," said Can-Am product manager Jeff Smith. Smith still managed to win the Super Senior class with a score of 32.

Jack Penton, aboard a KTM, cruised in for the 250cc A class win with a score of 11 points.

Jack's father, John Penton, rode Jack Pine for the 38th time. John has won Jack Pine overall four times and finished all but two runs. John didn't trophy today, but he again finished.

Kawasaki Team Green's Jeff Fredette said, "I had the wind knocked out of me without falling off the motorcycle and I burned a check. I hit some soft stuff and got a little out of shape and twisted the handlebars



Husqvarna's Dave Bertram dropped six points and finished fourth overall. Bertram remains second in the points standings behind Cunningham.

into my side, then the bars dug in and stopped. I haven't looked, but I think I have a bruise some place. I sure wasn't happy with my ride." Fredette still took sixth overall.

"I lost my rear brakes last week at the New York National," continued Fredette, "and only picked up five series points. If T.C. wins today, he will be almost impossible to beat for the championship this year." Fredette has two overall wins in the series to his credit.

Husky-mounted Randy Hawkins and former National Enduro Champion Mike Melton both also lost nine points — the same number as Fredette — and finished seventh and eighth overall, respectively. Husky's Melton, riding a 430 Automatic, said, "All of my points today were late points. I wasn't that far off the pace, but I just kept losing just a few seconds and by the end of the day they count up."

"I've notified the AMA that I won't be going to Spain for the ISDE this year. My left wrist is still weak. The 117 miles at New York last week made it sore. It was better today but not good enough for 1000 miles in a week. I don't want to go if I'm not 100%; let someone else go who's never been to Six Days before."

Honda development rider Drew Smith finished ninth overall with a score of 10 points. "I normally wouldn't ride Jack Pine," said Smith, a former New Jersey resident now living in California, "but after winning the Speedville (New York) National last week I figured I'd better get back into enduros."

Gary Dell, a representative for the Bent Wheels M.C. and organizer of the Michigan Two-Day ISDE Qualifier, presented fellow Michigan residents Randt and Mull each with checks for \$250 to help them defray expenses for the upcoming ISDE. "Our qualifier was a financial success," said Dell, "and we want to return some of the money to the riders."

There were more success stories: Larry Arrington won the 125cc A class with a score of 24; Jeff Engel topped

the 200cc A ranks with a 17-point ride; Randy Mastin lost 20 to win the Open A division; and Gale Vandewater finished with 72 marks to win the Women's class yet another time.

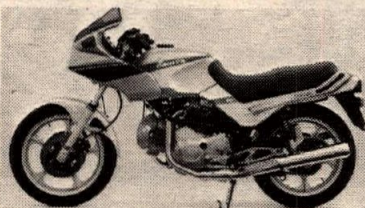
And one more success story of sorts was that of Ed Densmore, who won the Low Point trophy with a score of 453. "I was never sure when I had it won," said Densmore, "but at the noon gas stop I had so many points that I couldn't count them. I knew then I had a good shot at the trophy. ●

Results

OVERALL: Terry Cunningham (Hus) 5.
HIGH POINT A: Brian Mull (Hus) 5.
HIGH POINT B: Kelly Getz (Hus) 15.
HIGH POINT C: Clint Hammerle (Hus) 44.
LOW POINT FINISHER: Ed Densmore (Hon) 453.
AA: 1. John Martin (C-A) 6; 2. Dave Bertram (Hus) 6; 3. Alan Randt (Hus) 8; 4. Jeff Fredette (Kaw) 9; 5. Randy Hawkins (Hus) 9; 6. Mike Melton (Hus) 9; 7. Drew Smith (Hon) 10; 8. John Fero (C-A) 10; 9. Rick Scharphorn (Hus) 11; 10. Geoff Ballard (C-A) 13; 11. Dwight Rudder (KTM) 13; 12. Fritz Kadlec (Hus) 18.
125cc A: 1. Larry Arrington (KTM); 2. Larry Dobson (Hus); 3. Troy McDonald (Hus); 4. Dave Lipovsky (Hus); 5. Pete Motzenbecker (KTM).
200cc A: 1. Jeff Engel (Hus); 2. Tom Klausner (Yam); 3. Rob Schulte (Kaw); 4. Ray Krantz (C-A); 5. Jim Gibson (Kaw).
250cc A: 1. Jack Penton (KTM); 2. Brian Lohman (Hus); 3. Jim Boyne (Hus); 4. Scott King (Hus); 5. Gene O'Neil (Yam).
OPEN A: 1. Randy Mastin (Hus); 2. Rudy Abersold (KTM); 3. John Love (Hus); 4. Tom Pantalano (Hus); 5. Vic Flegel.
4-STR A: 1. Steve Bacon (Hon); 2. Vern Pacholke (Hon); 3. Steve Ellis (Hon); 4. Tom Krive (Hon); 5. Mike Hanephen (Hon).
SR A: 1. Steve Smigiel (Hus); 2. Tom Boyd (Hus); 3. Jim Noteboom (KTM); 4. Bud Chambless (Hon); 5. Mike Hempstead (Hus).
SUPER SR: 1. Jeff Smith (C-A); 2. John Creech (Hon); 3. Richard Lenover (Kaw); 4. Allen Cady (Yam); 5. George Hoffer (Yam).
WOMEN: 1. Gale Vandewater (Hus); 2. Emma Kabzinski (Hus); 3. Toni Capretta (Hus).
125cc B: 1. Larry Brown (KTM); 2. Ken Beesley (Hon); 3. John Haas (Hon); 4. Chris Jones (KTM); 5. Harry Hopes (Hon).
200cc B: 1. Tom White (Kaw); 2. Tom Densmore (C-A); 3. Steve MacClean (Kaw); 4. Brian Johansen (C-A); 5. Brian Johnson (Kaw).
250cc B: 1. Kevin Vollmar (Hus); 2. Craig Williams (Hus); 3. Jesse Owens (Hus); 4. Pat Waldie (Hus); 5. Randy Padgett (Hon).
OPEN B: 1. Kevin Allen (KTM); 2. Jim Keyes (Hus); 3. Mark Grumke (Hus); 4. Ken Kridner (KTM); 5. Craig Oman (Hus).
4-STR B: 1. Bret Dittenber (Hon); 2. Paul Falet (Hon); 3. Jim Krist (Hon); 4. Mike Wood (Hon); 5. Jeff Boyd (Hon).
SR B: 1. Mike Olmstead (Suz); 2. Per Lillemoen (Yam); 3. Fred Mills; 4. Harold Hall (Hus); 5. John Schulte (Kaw).
200cc C: 1. Mike Stevens (Yam); 2. Jim Johnson (Yam); 3. Jeff Begeman (Yam); 4. Louie Stump (Hon); 5. John Cain (Hon).
OPEN C: 1. Brian Bennett (Yam); 2. Rick Crossman (Yam); 3. Don Kube (KTM); 4. Ben Angi (Hus); 4. Mark Mason (Hus).

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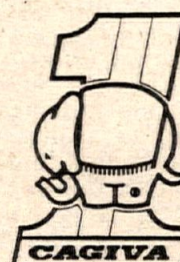
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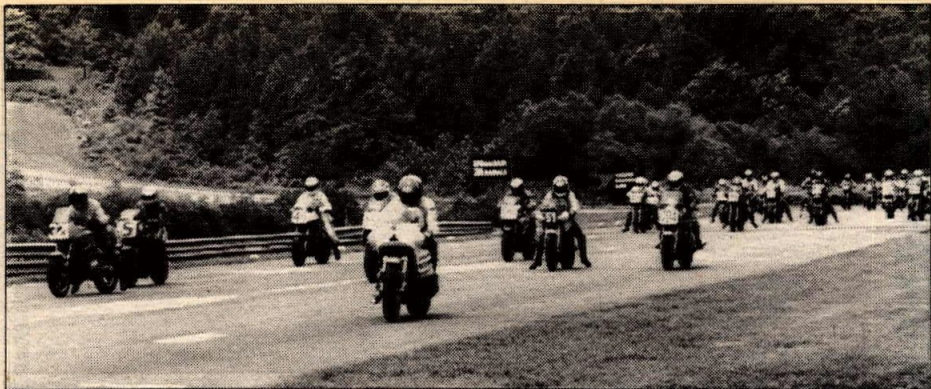
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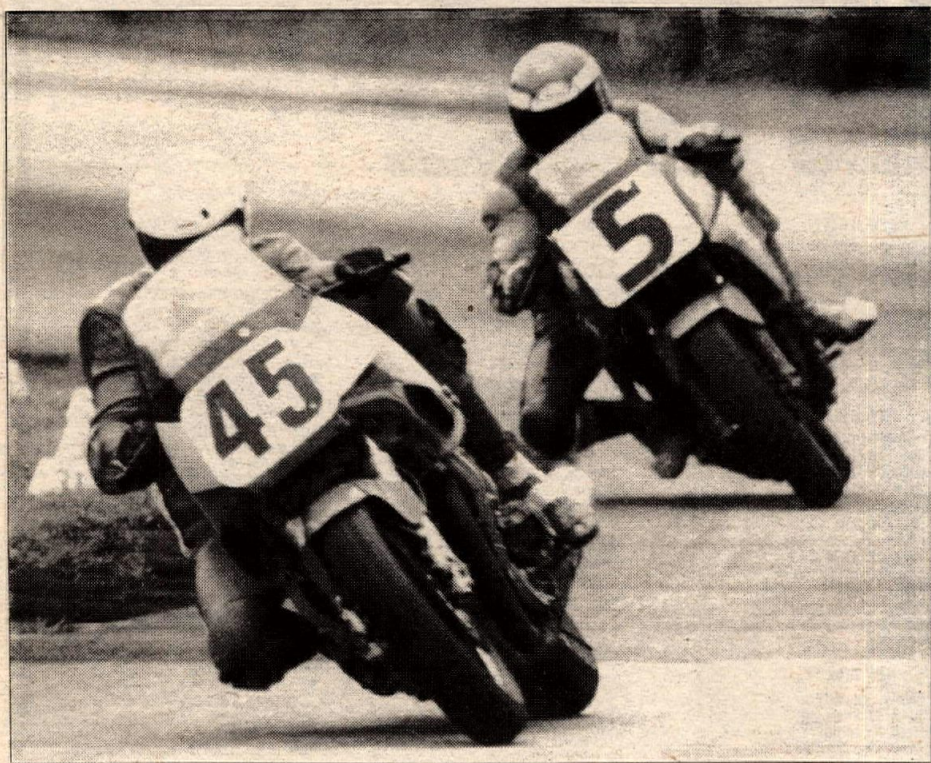


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(Above) The start. (Below) Solmax Racing (45) leads eventual winners Speed Boys through a turn. Solmax finished fourth.



PHOTOS BY LARRY LAWRENCE

WERA/Wiseco National Endurance Series: Round 8

Speed Boys at Road Atlanta

By Larry Lawrence

BRASELTON, GA, AUG. 17

Fresh from their victory at the 24-Hours of Nelson Ledges, Speed Boys took their second-straight WERA National Endurance Series win at the scenic Road Atlanta road course.

Speed Boys covered 506 miles on their Parts Unlimited/Metzeler/FZ750 Yamaha Superbike. Cycle Tech Racing finished second with Team Hammer third.

Speed Boys have now won three of the eight rounds of the National Series to date with Cycle Tech winning four and Team Hammer taking one event. The best nine finishes in the series count, with six races remaining.

Notables not making the Atlanta round were North Ridge Racing and Fast Company, both recovering from crashed machines at Nelson.

Team Hammer was again the fastest on the race course. (Evidence: Russ Paulk on the Hammer Suzuki had lapped the entire field in 13 laps!) But this has been a frustrating season for Hammer with the exception of their opening-round win at Indianapolis.

After leading for nearly an hour and building an impressive lead, Paulk brought the sputtering Suzuki into the pits. The culprit, a faulty battery lead wire, was quickly replaced

and Hammer was off and running. Unfortunately for Hammer, this was not to be their last problem of that day.

Series leader Cycle Tech also fell victim to engine problems, and team rider David Aldana brought the soursounding Suzuki in on the second lap. Team Captain Bill Foster summed up the team's problems, "Engine parts for the GSXR750 are practically impossible to get, and we're having to consolidate parts from our three motors to come up with one good motor. It's beginning to catch up with us."

Cycle Tech changed carburetors and continued, but the Suzuki's motor still sounded quite tired throughout the event.

While the two quickest teams were busy sorting out their problems, Speed Boys continued to prove that ultimate speed is not always the key to winning endurance races. Speed Boys led after the first hour by one lap over Kevin Rentzell's Jam Up's Racing on a Yamaha FJ600.

Bill Watson had recruited Glen



Team Moto Guzzi's Larry Shorts (shown) teamed with Gregg Smrz to win at Mid-Ohio, despite a broken driveshaft.

Jones to ride with Watson and regular Kevin Hunt for Acme Racing. The trio had moved Acme's FJ750 into second place only seconds behind Speed Boys after Jam Ups crashed in the second hour.

Acme's challenge for the lead ended when Hunt dropped the Yamaha during the third hour. Acme reentered and eventually wound up third in the Heavyweight Production class.

Current Middleweight Superbike series leader Team Wanker, arrived at the track just minutes before the start of the race. After hurried preparations, Wanker made it to the starting grid and began an impressive ride. Wanker ran as high as second place before a fifth-hour engine problem with their 600 Ninja knocked them out of contention.

Hammer's Doug Toland had never seen Road Atlanta before practice but did an excellent job, along with Paulk, of bringing the repaired Hammer machine from 19th place in the second hour to second at the halfway mark in the race. At one point Hammer had actually taken the lead over Speed Boys, but that lead was short lived as again the Hammer bike was pitted for fuel line repairs.

"The bike is running better than it has all year," said Paulk. "Our new tuner, Vic Fasola, has done a fine job so far, but a few of the bike's previous problems have still not been worked out."

Dave Aldana, Joey Osowski and John Kocinski rode the wheels off the ailing Cycle Tech GSXR750 and steadily worked their way back into the race. Cycle Tech with 199 laps ended up two laps behind Speed Boys at the race's completion.

Hammer finished 195 laps as did Solmax Racing who finished fourth. M&R Racing put in a fine performance on their Suzuki GS500 to take fifth overall.

Speed Boy's Mark Heiser was a gracious winner crediting part of his success to competitor David Aldana. "I found some very good lines by following Aldana for several laps. I probably gained a second per lap just watching him," said Heiser.

Metzeler Tires' David Graham also played an important part in the Speed Boys' win by choosing the right tire combination for the wet, dry, then wet-again track conditions.

Results

OVERALL: 1. Speed Boys (Larry Burkholder/Bob

Frank/Mark Heiser) Yam FZ750, 201 laps; 2. Cycle Tech Racing (Dave Aldana/John Kocinski/Joey Osowski) Suz GSXR750, 199 laps; 3. Team Hammer (Russ Paulk/Doug Toland) Suz GSX1150R, 195 laps; 4. Solmax Racing (Ronnie Bowen/Chris Chandler/Terry Bailey/Dwayne Palmer/Yamaha FJ1100, 195 laps; 5. M&R Racing (Marc Lautzenheiser/Ron Bourke) Suz GS550, 190 laps; 6. Team Horizon (Suzanne Brightbill/Daniel Reif/Thomas Runkle/Edward Runkle) Hon VF500F, 188 laps; 7. Jam Up Racing (Kevin Rentzell/Jeff Farmer) Yam FJ1100, 187 laps; 9. Team St. Louis (Dan Hayes/Bob Marquardt/Gaines Desloge), Yam FJ600, 187 laps; 10. Radioactive, Yam RZ350, 184 laps.

AMA/CCS U.S. National Championship Endurance Road Race Series: Round 8

Guzzi nips Lockhart at Mid-Ohio

By Randy Marrs

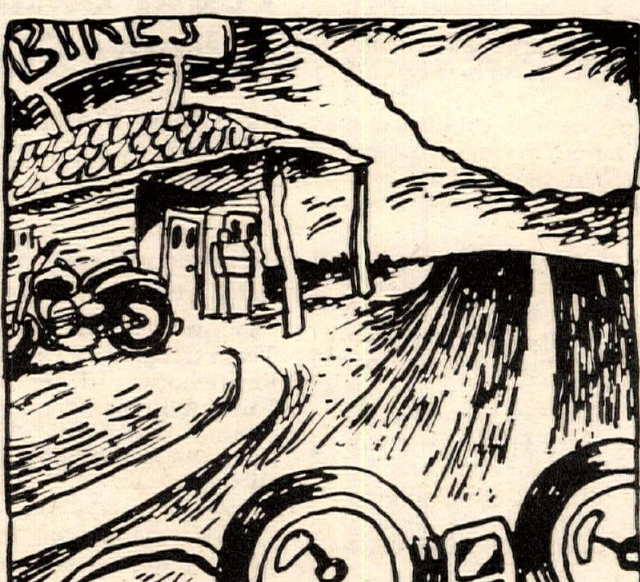
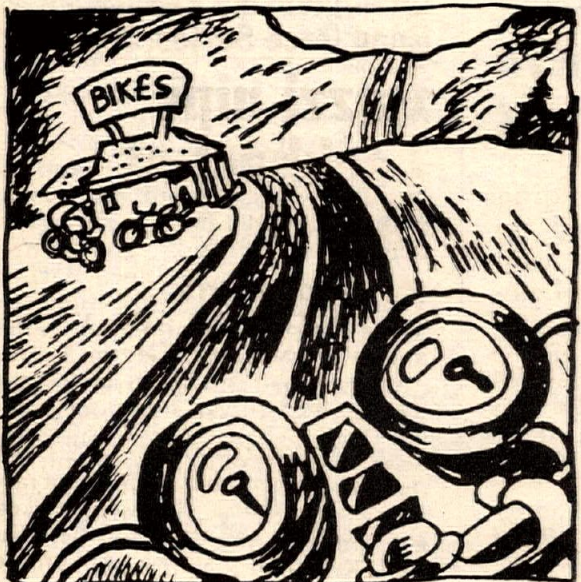
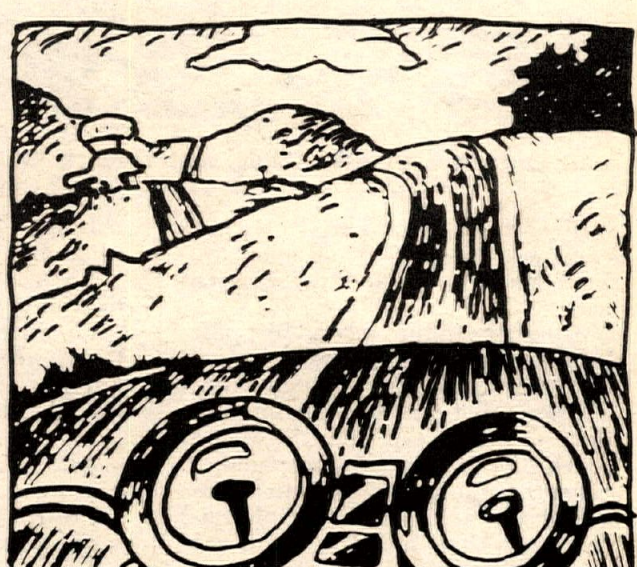
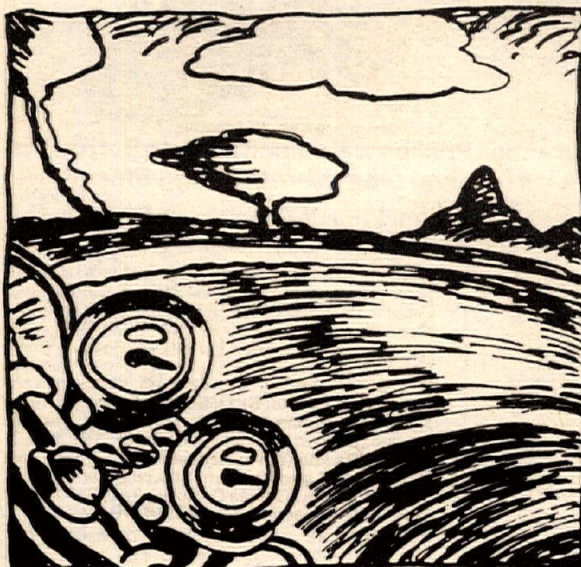
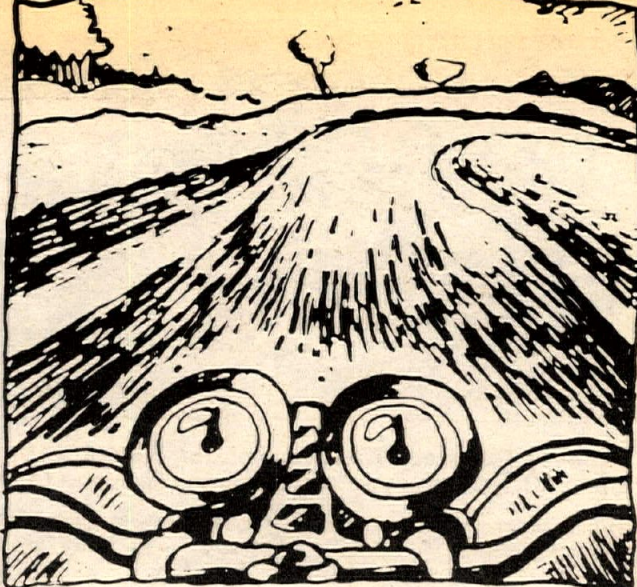
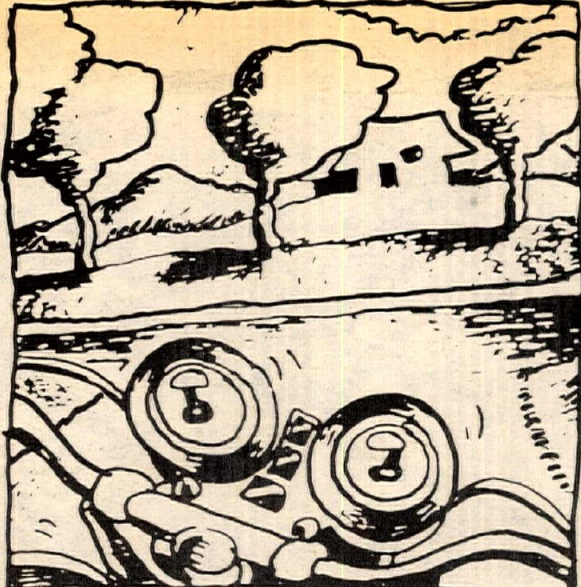
LEXINGTON, OH, AUG. 17

Larry Shorts and Gregg Smrz, aboard the Dr. John's Team Moto-Guzzi entry, posted a 54-second margin of victory over Team Lockhart after six hours of racing at Mid-Ohio. The win marked the fourth of the series for the team and gives them a strong hold on the overall points lead. The two teams both finished 160 laps on the 2.4-mile, 15-turn track.

"Larry and Gregg have similar riding styles and also prefer nearly identical set-up of the bike," said Moto-Guzzi's John Wittmer. "They run nearly the same lap times and seem to think their way through situations rather than just reacting. Together, that's the key to success."

"We're going to lead right from the start and stay there to the finish," said Shorts just prior to the noon start for the 48 teams. Except for a period during the first hour, the team was in front all the way.

Shorts, on the Moto-Guzzi LeMans 1000, took command on the start with Dean Joas, on the Team Velocity Yamaha FZ750, behind. The pair moved away from the field while the Team Lockhart Kawasaki Ninja 900, with Wendell Phillips riding, carved through to third. Joas took the lead from Shorts, but Shorts took it back at around the 40-minute mark and Team Street & Competition them moved into second with Lockhart down to third as Team Ontario led Quester-



BY J. GUNDLACH 76

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Team Ontario won in St. Louis, with Quester-Sullivan (9) second and Team Lockhart (28) third. Lockhart's Wendell Phillips was joined by Dale Burroughs.

Sullivan for fourth. The GTU class leader was Double Down Racing and their Yamaha FJ600 in seventh overall.

Miller moved into second just past the halfway point with positions five through nine continuing to stay close as Miles and Tecza were turning lap times close to the GTO entries. Miller and Harlow ran virtually tied together and at the end of the first hour it was obvious the race would be one of strategy rather than hanging on to the finish. Miller pitted for fuel, but stayed on the Honda as Knott brought the FBI FJ in and turned it over to Chuck McCabe — who was the slower of the pair. Miller began to put two seconds a lap on McCabe and McCabe was called back in by the FBI pits just into hour two, with Knott getting back on.

Bridgeport Kawasaki's race for a top spot came to an end in the second hour as Miles pitted and team captain Forbes Duguid and crew tried to find the problem.

Everyone in the race continued to charge with ex-Po Folks team rider Dale Burroughs working Team Lockhart into the top 10 on their Ninja.

When it was Key's turn to take over the Ontario Honda, Knott and the FBI Yamaha were down a lap to the leading Ontario entry. Midway through the second hour, rain began to fall with the leading teams — on slicks — taking a chance to try and wait out the rain.

At halfway, Quester-Sullivan had lost a lap on Ontario and FBI, but riders Voorhees and Barenbrugge soon had it back, though still in third. The GTU entry of Double Down Racing was flying with riders Tecza and Jim Cox running a solid fourth overall.

The hard chargers of the race continued to be FBI as Lockhart's Phillips and Burroughs held fifth at the end of four hours, one lap down on the Double Down entry.

Ontario slipped into the lead in hour two and built up a one-lap advantage on Moto-Guzzi which held as hour three began.

Lady Luck smiled on Moto-Guzzi in hour three. Smrz coasted into the pits with a broken drive shaft and hurried work was begun to repair the problem. One lap later the race was halted after several crashes on different parts of the course brought all the ambulances into duty. Among those going down was the Bridgeport Kawasaki entry with rider Dave Strobel taking a trip to the hospital for observation before being released.

"The drive shaft cracked near the

rear drive unit," said Wittner. "Fortunately, replacing the unit is about as easy as changing a wheel and it took only six minutes in the pits."

On the restart, Smrz and the Moto-Guzzi were gridded third from last, but Smrz exploded and passed all but six riders before the opening lap was over.

Into hour four it was Moto-Guzzi out in front, followed by Street & Competition, Lockhart, and Ontario with all on the same lap. Running fifth, one lap down, was the Double Down entry. Their ride had a short detour in hour five when they were black-flagged for what was thought to be a loose exhaust pipe. The team came into the pits, was checked and then sent on their way.

The top four were all on the same lap as the sixth hour began with varying distances between. Ontario was second over Lockhart with S&C down to fourth.

Ontario was closing the gap on Guzzi by over one second per lap prior to the final pit stop by the teams. Guzzi, Ontario and Lockhart all pitted on the same lap to set up a sprint to the finish.

"We don't seem to have any mid-range power," said Ontario's Lynn Miller as he waited for teammate Ed Key to pit. "We had to change a warped brake rotor and after that we began to turn some very competitive lap times."

Miller took over after a quick fuel stop with Shorts going for Guzzi and Wendell Phillips up on the Lockhart entry. About 15 minutes later Miller crashed avoiding a slower rider and Ontario was out of the running. Miller took an ambulance ride to get checked over and was released with only a sore shoulder.

"I was lapping a slower rider and he just moved into my line," said Miller. "I was overtaking him so fast I don't think it was deliberate."

Quester-Sullivan was in the pits after a crash when their rider had brake problems. Double Down and Stockline Racing came together out on the track, but Double Down was able to continue after the crash.

The crashes shuffled the standings with Guzzi taking the checkered flag 54 seconds up on Lockhart after they inherited second. HSC Racing, a Yamaha FJ1100 entry, picked up third. Fourth went to consistent-riding Back Road Bandits and their Suzuki GS750 with Robert Bub and Matt Washington aboard. Double Down rounded out the top five and was the GTU class winner.

Results

ENDURANCE

OVERALL: 1. Team Moto-Guzzi (M-G); 2. Team Lockhart (Kaw); 3. HSC Racing (Yam); 4. Back Road Bandits (Suz); 5. Double Down Racing (Yam); 6. Juernik-Luberts (Hon); 7. X-Cel Racing (Yam); 8. Team Rapid (Suz); 9. Team Visa (Yam); 10. Red Racing (Yam); 11. Bi-Wheel Racing (Suz); 12. Yancy Racing (Hon); 13. LRC Racing (Yam); 14. Cut Loose Racing (Hon); 15. Bridgeport Kawasaki (Kaw).

AMA/CCS U.S. Championship Endurance Road Race Series: Round 7

Team Ontario collects SLIR win

By Randy Marrs

FAIRMONT, IL, AUG. 10

Team Ontario, the defending series champions, picked up their second win of the season with a three-lap margin of victory over Quester-Sullivan Racing. Team Ontario's Lynn Miller and Ed Key, who was filling for the injured John Ashmead, covered 193 laps around the 2.2-mile, 12-turn course for a 425-mile tally on their Honda VF1000R.

Team Ontario has battled adversity throughout the season. Rider injuries and a series of brake problems saw the team enter the seventh round with one win in hand and Ashmead on the sidelines with a badly broken right thumb sustained in an accident at Mid-Ohio during a Superbike race. Team Ontario captain Keith Perry, himself missing from the St. Louis round, and sponsor Kaz Yoshima enlisted the talents of Key to fill in for Ashmead in the next two rounds.

"The brake problems have been a lot of trouble for us this year. We've now changed from 16 to 17-inch Comstar front wheels which we borrowed from MacLean Racing. We kept the same rotors, but changed from Brembo calipers to the Honda Nissan calipers," said Ontario's Miller before the race.

Missing was series points leader Dr. John's Team Moto-Guzzi, which elected to miss the round to prep for the Mid-Ohio round.

The start of the six-hour race had the Quester-Sullivan Yamaha FJ1100 on the pole, being ridden by Mike Harlow, Bob Voorhees and Toby Barenbrugge. Filling out the front row was the Ontario Honda, the

Stockline Racing Suzuki GS550, and the Fast Boys from Illinois (FBI) Yamaha FJ1100. At the start, Harlow had the Arai/Dunlop/Ferodo/Moto-X Fox/Russell Performance/KK Motorcycle Supply-backed mount in front with Miller and Boonie Knott on the FBI Yamaha trailing. By lap two, Knott had the TTFN/Knott Kustom Fabrication/ND/Tsubaki FBI Yamaha rolling and was building a lead over Ontario and Quester. Team Lockhart, with Wendell Phillips riding, crashed on lap two, but Phillips had the bike up and running after checking a broken brake lever. The Lockhart Kawasaki Ninja 900 pitted, had the lever replaced, and was back out two laps later. Knott continued to increase his lead on Harlow, who had in turn put some room on Miller. The battle for sixth overall was between Chip Terrell on the Team Visa mount (the GTU point leaders), Paul Miles, riding the Bridgeport Kawasaki, and Henry Tecza on the Double Down Racing Yamaha FJ600. By lap six, Miles and Tecza were past Terrell and continued to dice for the GTU lead.

Ontario had a two-lap advantage on Quester-Sullivan into hour four, but the big change in the standings was the demise of FBI. Knott entered the pits with a broken shift lever and the team attempted to repair it and get him back out. Thinking all was well, Knott left the pits only to blast back in two laps later with the same problem. In the end, the repairs cost them eight laps and any chance of a win.

Entering the final hour, both FBI and Team Lockhart continued to make up lost ground. Lockhart's Phillips was able to catch and pass the Double Down entry for third as the race came to a close.

After taking the checkers, Miller brought the Ontario Moto-Tech/Dunlop/D.E. Machina/American Honda/Spectro/Cam-2/RK/Moto-X Fox 1000R into the pits. "Well, we finally got one," said Miller. "The tires worked the best they ever have. I could slide the rear and feel real good doing it. It looks like we have solved the brake problems."

Following the Ontario Honda came Quester-Sullivan Racing, Team Lockhart, Double Down Racing and FBI to round out the top five.

Results

OVERALL: 1. Team Ontario (Hon); 2. Quester-Sullivan (Yam); 3. Team Lockhart (Yam); 4. Double Down Racing (Yam); 5. Fast Boys From Illinois (Yam); 6. Quantum Racing (Yam); 7. Radioactive Racing (Yam); 8. Team St. Louis; 9. Team TNT (Suz); 10. Stockline Racing (Suz).

TEN YEARS AGO

"I didn't know I could pass them until we were already on the front straight," said a triumphant **Kenny Roberts** after winning the AMA Grand National Championship/Camel Pro Series Indianapolis Mile. Roberts was riding a four-cylinder Yamaha TZ750, and used the machine's power to blow past front-runners **Corky Keener** and **Jay Springsteen** at the finish line, taking the victory by a mere half a bike-length. When asked how the 120-horsepower machine did on a mile dirt track, Roberts answered "They don't pay me enough to ride the thing. I didn't ride it anyway. It rode me." Out of a field of 80 entries at Indianapolis, five were Yamaha TZ750s, and three were Kawasaki 750cc two-stroke triples.

Since he had already wrapped up the National Championship, **Marty Smith** announced he was "going to take it easy and have fun," at the Pepsi-Cola 125cc National in San Antonio, Texas. In the course of having fun, Smith completely dominated both motos, posting a 1-1 finish for the overall.

Husqvarna's **Brad Lackey**, having posted a second-moto win the week before in the final 500cc World Championship round in Luxembourg, overcame the hit-and-miss performances of Maico's **Steve Stackable** and Honda's **Marty Smith** to win the Lake Sugar Tree round of the AMA 500cc National Championship series. Stackable ran away with the first moto, but a tangle with another rider in the opening laps of the second moto dropped him back for a fourth-place finish: Stackable's 1-4 score fell short of Lackey's 2-3 performance. Smith won the second moto after passing Suzuki-mounted **Billy Grossi**, but his seventh-place finish in the first moto only earned him third overall.

Barry Sheene took the overall victory at the Johe Player Grand Prix in Silverstone, England, and increased his lead to 17 points over Australian **Jack Findlay** in the FIM Formula 750 Championship. **Johnny Cecotto** set a new track record during practice for the event, but destroyed the engine of his factory Yamaha in the process. After a dispute with his Yamaha team, Cecotto borrowed a Suzuki from Sheene for the actual race; Cecotto won the first leg aboard the machine, but retired with mechanical trouble on the fourth lap of the second leg. Unconfirmed rumors after the event suggested that Cecotto's actions would cost him Yamaha's support.

Danny LaPorte appeared to be nearly unbeatable in the 125cc Pro class at the CMC MX at Carlsbad, California. In spite of a fifth-place start, within two laps LaPorte was on the tail of leader **Mike Bell**; LaPorte took the lead on a downhill at the halfway point and never looked back. LaPorte dominated the second moto to claim the overall; Bell placed second, and **Alan Smith** finished in fourth for third overall.

WORLD LEADER IN

CASTOR LUBRICANTS

MAXIMA

NMA Motocross Grand National Championship
1st, **Damon Bradshaw**, 83cc Stk. Int., 12 yrs.—up, Yamaha
1st, **Damon Bradshaw**, 83cc Mod. Int., 12 yrs.—up, Yamaha
AMA Amateur/Youth Motocross Final
1st, **Damon Bradshaw**, 85cc Stk., 12—13 yrs, Yamaha
1st, **Damon Bradshaw**, 85cc Mod., 12—13 yrs, Yamaha

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WORLD LEADER IN

CASTOR LUBRICANTS

MAXIMA

NMA Motocross Grand National Championship
1st, **Tyson Vohland**, 125cc Stock Expert, Kawasaki
1st, **Tyson Vohland**, 125cc Mod. Expert, Kawasaki
1st, **Tyson Vohland**, 250cc Stock Pro, Kawasaki
AMA Amateur/Youth Motocross Final
1st, **Tyson Vohland**, 125cc Pro—Am, Kawasaki

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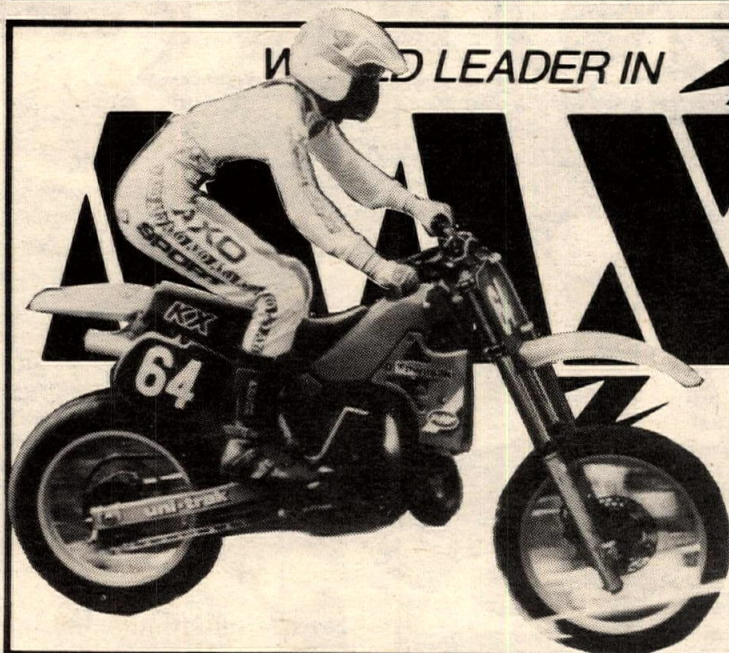
WORLD LEADER IN

CASTOR LUBRICANTS

MAXIMA

NMA Motocross Grand National Championship
1st, **Frankie Brundage**, 250cc Stock Int., Kawasaki
1st, **Frankie Brundage**, 250cc Mod. Int., Kawasaki
AMA Amateur/Youth Motocross Final
1st, **Frankie Brundage**, 250cc B—Mod., Kawasaki
1st, **Frankie Brundage**, Open "B", Kawasaki

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WORLD LEADER IN

CASTOR LUBRICANTS

MAXIMA

NMA Motocross Grand National Championship
1st, **Tommy Watts**, 250cc Mod. Pro, Kawasaki
AMA Amateur/Youth Motocross Final
1st, **Tommy Watts**, Open "A", Kawasaki
1st, **Jeff Matiasovich**, 125cc "A", 12-15 yrs., Kawasaki

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Ward's Rose Bowl passing ga scores Supercross Champion

me
ship.



AMA SUPERCROSS SERIES:
ROUND 11. PASADENA, CA.
AUGUST 17, 1985.

Kawasaki's Jeff Ward and his KX250 put on a dazzling display at the Rose Bowl to win the 1985 Supercross Championship. Jeff reeled in the competition at will, with moves that would have put a pro quarterback to shame.

There's just no defense against a great rider on a KX250. Not with the Kawasaki Integrated Power-valve System (K.I.P.S.), potent liquid-cooling, and Uni-Trak[®] suspension on his side.

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So here's to Supercross Champion for '85 Jeff Ward and his mechanic, Mike McAndrews.

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PHOTOS BY RICHARD CREED

Leather-clad riders display their brand colors during the week.

Sturgis

(Continued from page 17)

warned. It can happen to you.

So, then, you must imagine yourself in Sturgis. It's warm. Quite warm, actually, being August and all that. You are tired, weary from your journey, but somehow, now that you have arrived, you feel invigorated. The constant throbbing of motorcycle engines, the steady rolling by of hundreds of cycles, causes a mild tremor to work its way up through the soles of your boots.

The air, well, the air is familiar to anyone confined to a modern urban area. It smells of smoke and oil and occasionally burning rubber and hot asphalt and fried Indian Tacos and spilled beer and leather left too long in the sun and sweat. It also smells from time to time with the aroma of unknown smoking materials and ignited alcohol from high compression, blower equipped, cut-you-off-at-the-knees wonder bikes. Wonder bikes. As in "I wonder who that was." Or, "I wonder how fast that mutha' will go?" But, for sure, "I wonder how much *that thing* cost!"

Then there is the sound, which is so constant and yet varied that you can feel it as a physical thing. You know where you are by the sounds as well as the sights.

The never-wavering buzz in the background is the tool of the tattoo artist applying a design to human flesh. Colorful, as hated as they are loved, the designs adorn almost every

exposed area of the body and more. The sound of grease frying is everywhere, for this week, Main Street Sturgis, is a mecca for the fast food gourmet.

And everywhere is that sound. A sound described to me by an old rancher in a worn-through straw hat who was filling his pickup tank at a service station. "Sounds like the 30s."

"What do you mean by that," I said. "The grasshoppers. The grasshoppers make a roarin' sound like that when they go through a field. Strip it. Leave me dead," he said as he capped his tank. "Yeah, sounds jes' like'm."

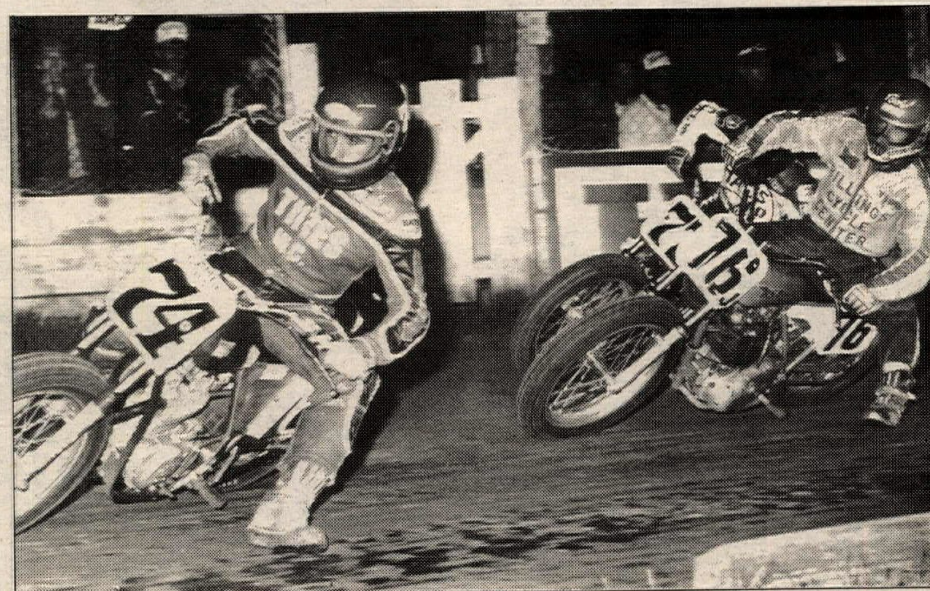
Of course, there are motorcycles everywhere, from everywhere, with all manner of things hung, hauled, or strapped to them. You can spend days on Main Street. It's rather like going to the Smithsonian Museum in Washington, DC. You simply can't see it all. To attempt description is to display one's ego on the line between hero and fool. To convey the meaning apart from the setting is to invite failure.

There are people here. Odd assortment. Impossible mixture. Too many cultural and ethnic lines are crossed for compatibility in real life, the real world of job and *the man* and taxes and mortgages and *all that life is about!*

But, this is Sturgis, a small void, a time warp where for one week each year, all things seem rather greater than the sum of their parts. You cannot believe it. You must experience it.



Eventual winner Martin Lavoie (46t) follows second and third place finishers Jay beach (84) and Randy Triplett.



Regional short track action at Sturgis saw Mike Sullivan (74) and Todd Giesick (76j) do battle until disaster struck when the two crashed; Peter Hook took the win on his Rotax.

Dual Regional program highlights Black Hill Rally

By Richard Creed

STURGIS, SD, AUG. 5-11

Perhaps the most important thing about the race programs at this year's 45th edition of the Black Hills Motorcycle Rally and Races is not what happened in the dust and fury of

the races, but what happened in the pits and the grandstands.

After several years of steady decline, rider entries and spectator attendance were up, especially for the important weekend races. This may be due in part to the efforts of the sponsoring groups, (The Jackpine Gypsies MC and the Black Hills Motor Classic, a group composed of business and professional people), to attract riders and offer Rally visitors something other than the free cycle show on Main Street which has been the major Rally attraction for some time.

Indeed, in years past, Main Street and the City Park scene *were* the Rally for many visitors. That's changed. The park was closed by a voter referendum following the disaster of 1982 (a near riot). But, the park scene lives on at a private campsite several miles east of Sturgis. It is generally held by local citizens that the Rally is better for its (the park scene) absence.

To put more emphasis on the race programs and to widen their appeal became the top priority of the organizers and for the last three years they

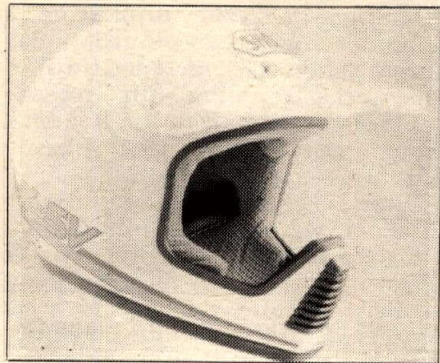
have been putting their respective houses in order while looking for sponsorship from outside sources. This year they struck paydirt on all fronts.

Firstly, the Black Hills Motor Classic board, which sponsors the half-mile events, reorganized itself into an offshoot of the Sturgis Area Chamber of Commerce. Not only that, but it persuaded the Chamber to fund a Rally Director's position, and hire an active, full time person; a first for the event. Then they hired Neil Hultman to be the director. (I'll spare the reader the details and ramifications of all this on the local scene, but suffice it to say that such action, in such short time, is almost unheard of in these parts.) Hiring Hultman bordered on brilliance as his selection was met with widespread community approval and racing enthusiasts in particular were pleased. Holtman has been involved with the Classic since the late 1940s and most recently has been the race director.

Secondly, after years of digging in their own pockets to cover race expenses and purses and hoping just to break even, the promoters had not

(Continued to page 32)

NEW Products



Shoei's VX-5V off-road helmet features fiberglass construction, a vented mouth guard, adjustable crown vents, an aerated comfort liner, and adjustable screw-on visor and color-matched graphics. The helmet sells for \$159.95 at your dealer or have him contact Helmet House, Inc., Dept. CN, 2115 Colorado Ave., Santa Monica, CA 90404.



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The Spartan Skyline jacket and pants from Rocky feature cowhide construction with a nylon lining, protective padding in the shoulders, kidney, hip and knee areas, and a zipper in the back that allows the jacket and pants to be attached. From your dealer or contact Rocky Cycle Co., Dept. CN, 1250 Elko Dr., Sunnyvale, CA 94089.

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Race Notes

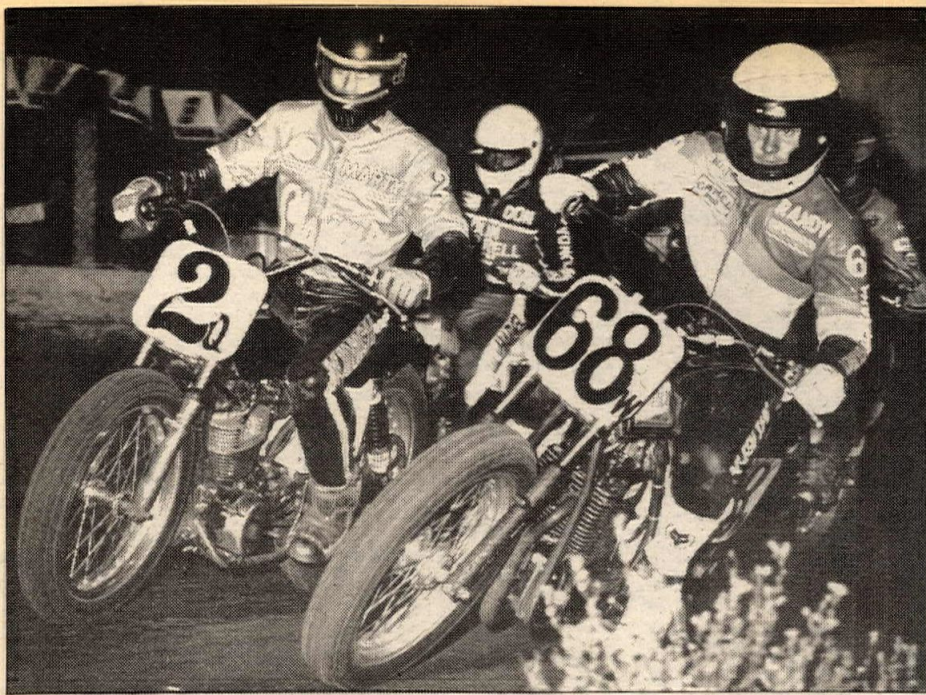
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Randy Roose (68W) goes inside Marty Zirbel (2Q) en route to victory in the Junior main at the Saturday night short track; Zirbel was sixth.



Peter Hook (77) leads Randy Triplett in the Expert main.

Sturgis

(Continued from page 30)

one, but two sponsors step forward. Stroh's Brewery kicked in \$5000 for the race purses and Witte Beverage, of Rapid City, the area distributor for Stroh's, sent along their own \$2000 contribution. In addition, Witte and Stroh's promoted the races with advertising in local media and provided banners and posters to area businesses. It was a first-class show by Stroh's and Witte. It has already paid off for the Classic. Seeing the exposure Stroh's sponsorship got them, (track announcers routinely reminded spectators of a "Stroh's break either to get rid of one, or buy another.") Budweiser has picked up the tab for printing thousands of bumper stickers promoting next year's event!

Finally, the format of the races changed to Pro-Am and two Regional sanctions. This made the weekend events attractive for riders who had to travel long distances. Starting with Friday night's short track, a racer had four opportunities to make money in less than 48 hours. Just as important for the rider on the way up were the points offered by the Saturday night Regional short track and the Sunday half-mile Regional.

Not only were entries up, but so was the overall quality of the field. True, no big names showed. (Sturgis' race dates have conflicted with the AMA Camel Pro Series for some time). But the racing was closer, with few breakaways by the leaders to uncontested easy wins.

As encouraging as a quality field is to a promoter, it's even better to have a packed house. The two tend to go hand-in-hand, but many a promoter has sweated the ticket count so he could make the purse for the racers

unloading their bikes in the pits. (Come to think of it, this isn't quite true, either. Racers with experience learn to keep an eye on the promoter if the house looks poor. "Well, fellas, the stands were kinda empty tonight, so, I don't have, etc.")

The grandstands at Saturday night's Regional short track were packed with spectators and they witnessed the closest and most controversial races of the weekend.

They also witnessed a surprisingly-professional organization at work. With all due respect to the volunteers who make the races possible, past race events have not always been models of organizational efficiency.

Not so this year. The weekend races were marked by excellent organization. Heat races, semis, and mains clicked off the clock with a heretofore-unknown precision. The volunteers of the Jackpine Gypsies M.C. and the Black Hills Motor Classic deserve praise for their enthusiasm and professionalism.

And now to the races:

Canadian Martin Lavoie rode away from his fellow racers to win the Western Regional Half-Mile Championship at the Sturgis fairgrounds.

Harley-Davidson-mounted Lavoie took an early lead over Jay Beach of Rapid City and simply motored away, leaving Beach to contend with a charging John Wincewicz from Junction City, Oregon, aboard a Triumph.

Wincewicz had the turn-one British bike enthusiasts on their feet for much of the race, but his bike, which had begun trailing blue smoke in the final laps of the second semi, continued to fade.

Randy Triplett, fresh from a third-place in Saturday night's accident-marred Regional short track main, passed Wincewicz in the race's final laps to take another third place purse and valuable rider points back to Bloomington, Minnesota.

Most heated and controversial race of the week was this Regional short track main clash between Mike Sullivan and Todd Giesick. Sullivan, Giesick, Peter Hook and Randy Triplett were in a blanket until Giesick allegedly whacked Sullivan's front wheel out trying to cut under him in turn four. Sullivan and Giesick went down. Giesick got up after a spell and was allowed to restart. Sullivan was taken to a hospital and must have been released as we can find no record of him at any of the local hospitals.

Anyway, some of the racers were very vocal about Giesick, who has been a frequent winner at other Sturgis races since he races out of Billings,

Montana; they wanted him thrown out and accused him of "rough riding." Some voices in the crowd echoed that opinion.

Frankly, it looked like racing luck from where I stood about halfway between turn one and the start line.

Anyway, the race restarts, Giesick is dead last. Two laps into it there is a three-bike crash in front of him. He snakes through. Everyone gets up. With four laps remaining it gets underway again. Some voices in the crowd have shouted to end the race and let everyone go home, "We've seen enough."

The racing starts and Hook wins, but Giesick tangles with Sunday's winner, Martin Lavoie, they go down and when they get up there are a few words between them. Lavoie later protests Giesick to the referee and files a complaint. End of evening.

It was Triplett's best year at the Classic races. Last year Triplett finished out of the running following a spectacular turn-one crash at the half-mile.

Coming into the Regional Championship main, the rider to beat appeared to be Gregory Wagenknecht, who had won both his heat race and semi aboard a Harley. But, a mediocre start all but sidelined Wagenknecht's charges. He ran in a trio vying for third-through-fifth place, and a late-race crash between turns one and two finished off what had started out as a promising ride for the Freeport, Illinois, racer.

Wagenknecht had trailed David Durelle to the checkered flag in Saturday's half-mile Pro-Am event.

Durelle, by the way, was hoping to repeat his Regional win at the Sturgis half-mile and looked to be in good shape following his Saturday win. But things started to go downhill at Saturday night's short track event as the best Durelle could do was eighth in the main after two restarts brought on by accidents. Durelle had finished second in his heat, but just made the transfer cut to the main with a fifth place in his semi.

Sunday, Durelle's chances for back-to-back half-mile victories appeared to be in good order as he finished third in his heat, and third in the first semi. But, Durelle found himself stuck in traffic at the start of the main and was never in contention for the Regional win, but did finish in fifth place.

The Experts weren't the only racers battling for a slice of the Regional Championship purse-and-points pie. The Junior class ripped off their laps after the Expert race due to a switch in the program brought on by an approaching rain shower.

The lightly-dampened surface fit Ted T. Taylor to a "T." Taylor piloted his Harley single, actually a Rotax motor, to the Junior Regional main title with a win in the main to back up his heat race and semi victories.

Finishing second to Taylor was Frank Latimer of Casper, Wyoming, a frequent Sturgis competitor, aboard a Honda 500 single. Latimer's had been a day of almost-but-not-quite-grabbing-the-brass-ring, as he finished second in both his heat and semi races.

Rounding out the win, place and show trio in the Junior class was Marty Zirbel aboard a Triumph. Zirbel, from Oregon City, Oregon, picked up 12 points toward his Expert license with a two-and-one finish in his heat and semi, respectively.

A trio of California riders dominated the Novice class half-mile action with PJ Sanchez, aboard a Wood-Rotax, at the helm followed by Bob McDowell, of Valley Springs, (Hon) and Craig Howard, Fresno, also on a Rotax.

It was a fine ending for the Salinas rider, as Sanchez had come off a poor showing at Saturday night's short track where he posted thirds in his heat and semi, and then finished dead last in the Novice main because his engine wouldn't start.

Sturgis' own Corey Brink scored a popular Novice class win at Saturday night's short track races and finished his weekend's riding with a respectable eighth overall in the Regional race after two fifth place finishes in his heat and semi.

Randy Feldhaus of Howard, South Dakota, was seriously injured in a mishap during Friday night's 500cc Pro-Am short track race. Feldhaus suffered a shattered knee, underwent surgery Saturday morning at Northern Hills General Hospital in Deadwood.

During the surgery a bone graft was performed and a total of 11 screws, two plates and one pin were used to reconstruct Feldhaus' knee. Feldhaus said Tuesday the knee is in a cast and he might be released Saturday.

A fund to help Feldhaus defray the cost of his extensive surgery and therapy has been set up and contributions were collected during Saturday night's races.

Anyone wishing to contribute may contact Neil Hultman at 605/347-2378.

Results

AMATEUR HILL CLIMB

86-100: 1. David Smith (Yam); 2. David Finn (Yam); 3. Jeremy King (Hon).

101-125: 1. Keith Ehnes (Hon) 9.83 sec.; 2. Robert Keller (Kaw) 19.19; 3. Terry VanMetteren (Suz) 73 ft.

126-200: 1. Mike Schultz (Yam) 97 ft. 201-250: 1. Willie Rifer (Hon) 6.39 sec.; 2. Tracy Homandberg (Kaw) 7.19; 3. Wayne VanMetteren (Kaw) 7.47.

251-372: 1. Wayne VanMetteren (Hon) 7.21 sec. 373-500: 1. Keith Ehnes (Hon) 5.24 sec.; 2. Med Ricard (Yam) 5.37; 3. Kevin Tilson (Yam) 5.77.

501-750: 1. Kevin Tilson (H-D) 6.03 sec.; 2. James McQuatter (Yam) 7.39; 3. Phil Rief (Yam) 8.66.

OPEN: 1. Tim Cleveringa (Yam) 5.59 sec.; 2. Robert Keller (Yam) 5.75; 3. Gordon King (Yam) 5.98.

THURSDAY NIGHT SHORT TRACK

MINI BIKE: 1. Tom Kosola (Yam); 2. Mike Dodson (Yam); 3. Jamie Vollmer (Yam).

125: 1. Jeff Sutter (Yam); 2. Pat Schieffer (Hon); 3. Greg Bakker (Hon).

250: 1. Mark Key (Yam); 2. Tim Haight (Hon); 3. Randy Feldhaus (Kaw).

500: 1. Mark Key (H-D); 2. Robert Damron (Yam); 3. Randy Triplett (Rtx).

750: 1. Martin Lavoie (H-D); 2. Kelly Larkin (H-D); 3. Todd Kiesick (BSA).

FRIDAY PRO-AM SHORT TRACK

MINI: 1. William Hoh (Hon); 2. Dan Feldhaus (Yam); 3. Jamie Vollmer (Yam).

125: 1. Jeff Sutter (Yam); 2. Dan Feldhaus (Yam); 3. Gregg Bakker (Hon).

250: 1. Mark Key (Yam); 2. Robert Jones (Kaw); 3. Rob Damron (Yam).

500: 1. David Durelle (Hon); 2. Don Wilson (Rtx); 3. Key (H-D).

750: 1. Todd Giesick (Yam); 2. Mark Muth (H-D); 3. Lawrence O'Connor (H-D).

SATURDAY PRO SHORT TRACK REGIONAL

NOV: 1. Corey Brink (Rtx); 2. Robert Damron (Rtx); 3. Scott Scherb (Hon); 4. Bob McDowell (Hon); 5. Dante Dambruso (Hon); 6. Timothy Haight (Hon); 7. Sean Hart (Hon); 8. William Farley (BSA); 9. Craig Howard (Rtx); 10. P.J. Sanchez (Rtx).

JR: 1. Randy Roose (H-D); 2. Robert Morgan (H-D); 3. Michael Reid (Rtx); 4. Donnie Harrell (Hon); 5. Jeff Dietz (C-A); 6. Martin Zirbel (Yam); 7. Gino Brienzi (Rtx); 8. Dean James (C-A); 9. John Taylor (Rtx); 10. Rick Albee (Hon).

EX: 1. Peter Hook (Rtx); 2. Royal Anderson (C-A); 3. Randy Triplett (Rtx); 4. Mark Kay (H-D); 5. Kelly Larkin (Hon); 6. Don Wilson (Rtx); 7. Ron Adams (Hon); 8. David Durelle (Hon); 9. Arney Wick (Hon); 10. Martin Lavoie (Hon); 11. Todd Giesick (BSA); 12. Mike Sullivan (Hon).

SATURDAY'S HALF MILE PRO-AM

750: 1. David Durelle (H-D); 2. Gregory Wagenknecht (H-D); 3. John Wincewicz (Tri); 4. Todd Giesick (BSA); 5. Royal Anderson (H-D).

500: 1. Randy Roose (H-D); 2. Michael Reid (Rtx); 3. Craig Howard (Rtx); 4. A.J. Eschwig (Hon); 5. Adam Sebedra (Hon).

250: 1. Robert Jones (Kaw); 2. Wagenknecht (Hon); 3. Timothy Haight (Hon); 4. Anderson (Hon); 5. Eric Satterthwaite (Hon).

125: 1. Jeff Sutter (Yam); 2. Gregg Bakker (Hon); 3. Dan Feldhaus (Yam).

SUNDAY HALF-MILE REGIONAL

NOV: 1. P.J. Sanchez (Rtx); 2. Bob McDowell (Hon); 3. Craig Howard (Rtx); 4. Dante Dambruso (Hon); 5. Dennis Bernal (C-A); 6. Scott Scherb (Hon); 7. James Kesler (Rtx); 8. Corey Brink (Rtx); 9. Tony Harrell (Hon); 10. John Looney (Hon).

JR: 1. Ted Taylor (H-D); 2. Frank Latimer (Hon); 3. Martin Zirbel (Tri); 4. A.J. Eschwig (Hon); 5. Darin Balderston (Hon); 6. Donnie Harrell (Hon); 7. Jeff Dietz (C-A); 8. Robbie Blagg (Hon); 9. Lawrence O'Connor (H-D); 10. Eric Satterthwaite (Hon).

EX: 1. Martin Lavoie (H-D); 2. Jay Beach (H-D); 3. Randy Triplett (Rtx); 4. John Wincewicz (Tri); 5. David Durelle (H-D); 6. Monte Hill (H-D); 7. Don Wilson (Rtx); 8. Tim Hampton (H-D); 9. Arkib Arkin (H-D); 10. Todd Giesick (BSA); 11. Gregory Wagenknecht (H-D).

Product Evaluation



The Racebase Workcenter By Kit Palmer

One problem all motocrossers have in common is finding a race bike stand that doesn't take up too much space in the van, pick-up truck or garage; isn't awkward to use; isn't too heavy and won't collapse under the weight of the motorcycle. Milk crates have been very popular because they serve more than one purpose — they can also store oil bottles, spray cans, inner tubes, etc. when not in use, and best of all, they're cheap. Unfortunately, milk crates look tacky, are illegal to possess, and aren't very strong. Jim Mann of Mann Designs has come up with his answer to the milk crate, a sturdy, dual-purpose stand called the Racebase Workcenter.

The Racebase is made of high-tech polymer (plastic) and serves as a motorcycle stand and toolbox. Each side of the stand has doors that can be used as handy trays when working on the bike while it's perched on the stand. With the doors removed, the inside of the stand is accessible. There's a metal tray inside the stand, and the tray will hold about four large aerosol spray cans or oil bottles in an upright position; the rest of the box can be used to store enough assorted tools for a day at the races. With the doors put back into place, the tools are locked in and won't fall out if the stand is tipped over.

The stand features a unique tie-down system so the bike won't slide off. Two peg clamps run through the bike's footpegs and connect to the stand by hooks; when they're cinched down, the bike and stand are united as one.

The top piece on the Racebase is removable and is fitted with plastic carpeting, while the bottom of the stand is a solid unit and is very wide for stability on uneven terrain.

The Racebase is a very trick stand, sturdy and stylish. The work trays, tie-downs and toolbox features are very useful at the races and in the garage, and built-in handles improve mobility, and the Kawasaki, Yamaha and Husqvarna motocross teams use the Racebase. Our only gripe is that the Racebase is very heavy, weighing 18.5 pounds empty. The Racebase retails for \$129.95, which is a little steep, but the Racebase is worth the price because it's well built and will last a long time. It comes in a variety of team colors complete with decals. For more information contact Mann Designs, Dept. CN, P.O. Box 851931, Richardson, TX 75085, or call 214/234-8033.



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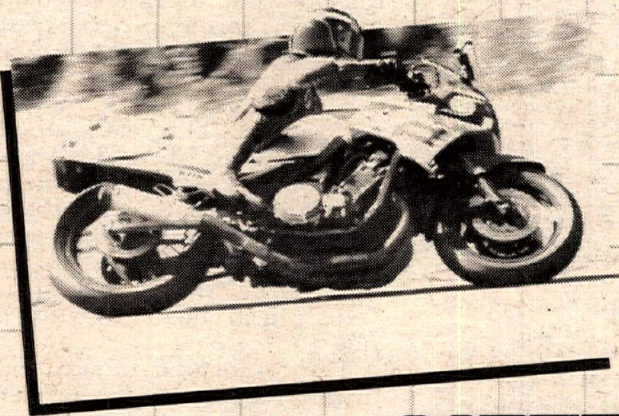
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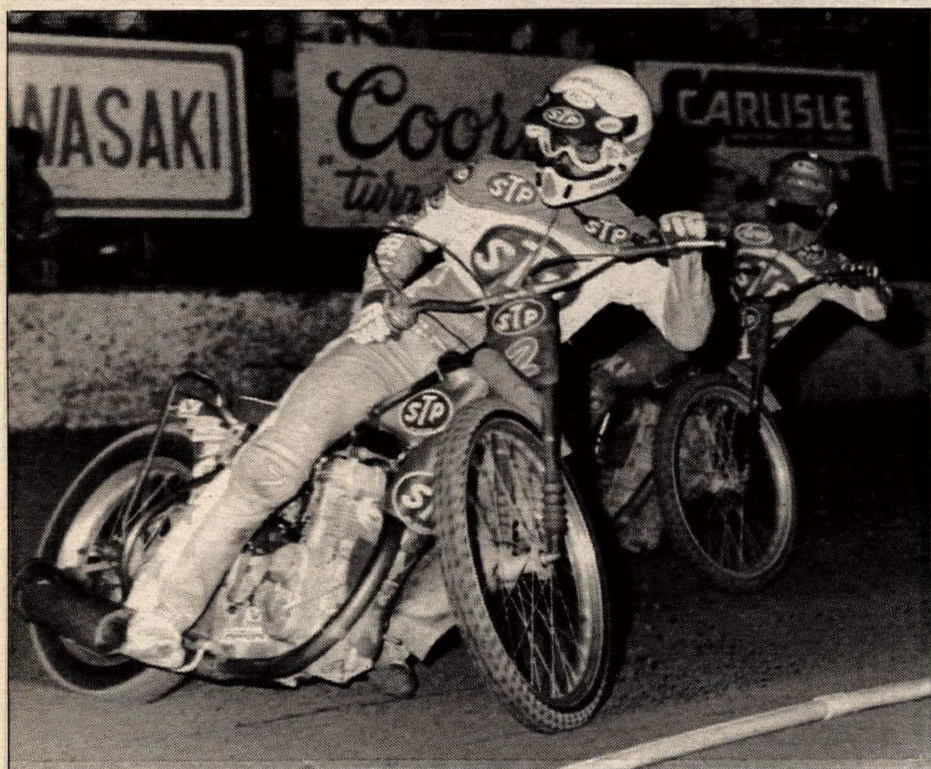
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Speedway



Alan Christian (2) and Kelly Moran at Costa Mesa. Christian rode a perfect meet, scoring 21 points; Moran was eighth for the night.

Ermolenko wins at Ascot South Bay Stadium

By Scott Daloisio

GARDENA, CA, AUG. 22

Sam Ermolenko continued to tune-up for this Saturday afternoon's World Speedway Championship with an impressive performance to win the Scratch main event at Chris Agajanian's Ascot South Bay Stadium at U.S. National Qualifier night.

Things did not start out on the bright side for the popular Ermolenko (Pick Your Part Auto Salvage/Pacific Coast Laminating/Arai/Jones Goggles/American Mikuni/STP/RK Racing Chain/Al Reed's Polishing/Frame Shop/Car Tunes/Kal-Gard Weslake). In his first race he was waltzing off for an apparent easy victory when he was forced to center green on lap three with mechanical ills. That was his last problem of the evening as he then turned in four winning efforts.

Defending National Speedway Champion Kelly Moran was the only rider who was perfect after the three qualifying rounds and he entered the semis with nine points. Lance King, Mike Faria, Steve Lucero and John Sandona all entered the semi rounds with eight points.

The first semi took a dramatic turn in turn one when Alan Christian went down and out of contention. That left Lucero, Sandona and Curoso to go for it, but Sandona was flying and earned his ticket to the main. Faria took the second semi over Keith Chrisco and Mike Mazzacane. Rob Pletzing had a chain let go at the gate and was forced to be an observer.

"Showtime" Bobby Ott, the crowd favorite, easily won the third semi over Ed Castro who did a masterful job of holding off King who got a poor start. The final semi was taken by Ermolenko at the expense of Moran.

The consolation had to be red-flagged on the first attempt as Lucero parked and was drilled by Chrisco in turn four. On the second go it was Moran bursting from the gate and into the lead ahead of shock merchant Castro, Chrisco and Lucero. It

became apparent early on that barring mechanical ills the victory would go to Moran — but there was a thrilling war for second. Chrisco tried everything in his repertoire to get past Castro, who fought him off all the way to the checkered to earn second place.

Faria got the gate in the main over Sandona, Ermolenko and Ott. Ermolenko immediately went on the charge and breezed into second on lap one. He then began to stalk Faria and as they entered turn one on the second circuit he got inside Faria. Ermolenko then skillfully took Faria wide in turn two and raced by for the lead. At the same time Ott was moving past Sandona. Faria stayed close to the fleeting Ermolenko until they came off two for the final time when the leader put some breathing room between himself and second place. When the Roy Ketting checkered flag fell it was Ermolenko by a comfortable margin over Faria, Ott and Sandona.

One of the best and most competitive races of the season at South Bay Stadium was a runoff between New York's Bruce Nelson and Tim McCasland for the last spot in the semis. They raced side by side for three, hair-raising laps until McCasland asserted himself on lap three and moved out for the victory. Both received a huge ovation from the fans for their effort.

Results

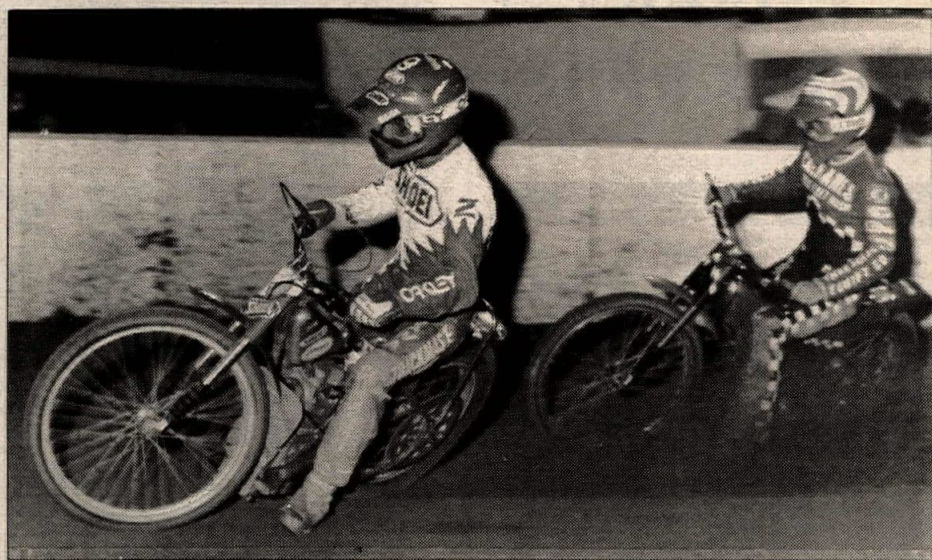
MAIN: 1. Sam Ermolenko (Wes); 2. Mike Faria (Jaw); 3. Bob Ott (Gdn); 4. John Sandona (Wes).
CONSOL: 1. Kelly Moran (Gdn); 2. Ed Castro (Wes); 3. Keith Chrisco (Wes); 4. Steve Lucero (Wes).
POINTS (ASCOT): 1. Mike Faria (19); 2. Sam Ermolenko (18); 3. John Sandona (17); 4. Kelly Moran (16); 5. Bob Ott (15); 6. (TIE) Ed Castro/Steve Lucero (12); 8. (TIE) Lance King/Keith Chrisco (10); 10. (TIE) Mike Mazzacane/Brad Oxley/Rob Pletzing/Duane Yarrow (8).

Christian sails at Costa Mesa qualifier

By Scott Daloisio

COSTA MESA, CA, AUG. 23

Alan "Crazy" Christian overwhelmed a star studded field of star riders to score a perfect 21 points and win the Costa Mesa round of the U.S. National Qualifiers before a large crowd at the Orange



Mike Faria leads Keith at Ascot South Bay Stadium. Faria won there on points, but finished second in the main behind Sam Ermolenko.

County Fairgrounds Friday night.

The previous Saturday at Auburn, Christian (STP/Valvoline/Cirello Racing/Champion/PBI/K&N/Bell/Hi-Point/Fiberglass Concepts/Advantage Boats GM) scored 20 points but he then slumped to scores of nine, 12 and six in the next three rounds. On Friday he made up for all of those with his perfect evening.

After the three rounds of heat races Christian, Mike Faria, Steve Lucero and series point leader Sam Ermolenko were all level at nine points.

Before the semis could get underway there had to be some runoffs. Eight riders were tied at five points and there were seven spots open to them in the semis. Sandona took the first semi with a big win over Shawn McConnell, Bart Bast and Mark Dwyer. The second one was taken by Lance King over Andy Northrup, Mike Mazzacane and Ed Castro. Castro then defeated Dwyer in a head-to-head duel for the final spot in the semis.

Pletzing ousted Lucero from the main event by taking the first semi. In the second semi Christian took King to the wall on the back chute and moved into the lead. Kelly Moran got inside due to Christian's move and proceeded to hold King back all the way to the checkered just behind Christian.

The third semi was fantastic. Mike Curoso was chasing Faria on lap two on the first try to run the race; when Curoso gave Faria a tap, Faria went down and the red came out. Curoso was deemed the cause and sent packing. On the restart Faria got the gate over Sandona. Sandona then turned in one of the prettiest rides of the year at Costa Mesa. He went to the outside and hounded Faria for three laps until he got by. Once by, Sandona came down to the pole to guard his lead in a picture-perfect speedway performance. He received a rousing ovation for his effort.

The final semi was another great performance. This one was by Brad Oxley who held back the persistent attempts of Ermolenko in the upset of the night. Coming into the meeting, Ermolenko had taken three of the previous four mains and looked to be the favorite at Costa Mesa but Oxley put an end to that with a great ride.

The consolation was red-flagged in the first corner after Ermolenko tapped Moran triggering a spectacular crash. Both Ermolenko and Moran went flying while Lucero and Faria laid down their bikes. Moran tumbled into the wall while his bike came

down on Faria. Faria was up quickly but Moran was shaken and down for quite sometime. Fortunately he got up and made the restart but it was Ermolenko all the way on the second try to win over Lucero, Faria and Moran.

The main was all Christian. He took the lead on the start with Sandona in close pursuit. Sandona had hopes of pulling off another outside ride and he stayed close for a couple of laps trying the cushion. The crowd, anticipating another Sandona show was on its feet, but it became apparent that Christian was the top rider in the race and he opened up a comfortable margin that he carried to the Jerry King checkered flag. Third spot was taken by Oxley with Pletzing getting the wrap-up.

Results

MAIN: 1. Alan Christian (GM); 2. John Sandona (Wes); 3. Brad Oxley (Wes); 4. Rob Pletzing (Wes).
CONSOL: 1. Sam Ermolenko (Wes); 2. Steve Lucero (Wes); 3. Mike Faria (Jaw); 4. Kelly Moran (Gdn).
POINTS (COSTA MESA): 1. Alan Christian (21); 2. Rob Pletzing (17); 3. (TIE) Brad Oxley/Sam Ermolenko/John Sandona (16); 6. (TIE) Mike Faria/Steve Lucero (14); 8. Kelly Moran (11); 9. Mike Curoso (8); 10. (TIE) Lance King/Ed Castro/Mike Mazzacane/Andy Northrup/Rich Sweaney (7).

Correy, Dwyer star at Speedway USA

By Scott Daloisio

VICTORVILLE, CA, AUG. 24

Former auto racer John Arnold saw a dream come true Saturday evening with the opening of his Speedway USA at the San Bernardino County Fairgrounds in Victorville. Southern California Speedway riders then had a dream come true as over 5000 fans jammed the stands for the Grand Opening event.

The officials of Speedway USA opened their track with style as they had all the pomp and ceremony before the event that you usually only find at a World Championship. Included in the spectacular opening night action was special guest announcer Larry "Supermouth" Huffman and the "Wheelie King" Doug Domokos.

The start of the night's action had to be delayed due to the long lines at the ticket booths in front of the beautiful new facility but once everyone was in they were treated to some thrilling speedway action.

Former Junior National Champion Ronnie Correy (Ticket Mania/Roland Lamarche, Inc./Wright Framers/Grin Products/Mom & Dad Weslake) drew first blood in the Scratch action at Speedway USA by winning the

thrilling main event. Correy came out of the gate on the start in third behind rookie Jeff Johnson and Norman Neuman. Correy went to the outside and shot by Neuman for second on lap one as they blasted down the back chute. He then stayed outside and became engaged in a battle royal with leader Johnson. Johnson rode the pole while Correy bounced around in the outside heavy stuff while the entire crowd stood on their feet and screamed. Correy finally got the necessary drive as they came off turn four on the second revolution and moved into the lead. Once out front the diminutive star set sail for the checkered flag and moved out to a five-length victory. Johnson maintained second despite a last bend bid by Neuman who settled for third with Doug Bowers fourth.

It took Mike "Pops" Dwyer three years to win a main event in speedway but Saturday night he won his third within the last month. Dwyer put the Pop & Fast Racing/Hair By Bev/Parts Plus Weslake into the lead at the start of the Handicap main and never looked back. Dave Wendlandt started on the 10 next to Dwyer but was second into the first bend. Gary Hicks was third but was challenged by Billy Gray and Johnson on lap one. They went back and forth for a lap before Johnson got by and then took second from Wendlandt at the end of the second revolution. Johnson, who started on the 50, went after Dwyer while Correy was after Johnson. An official's miscue saw the white come out after lap three. As they came off four and headed for the checkered it was clear that Dwyer had the win with Johnson and Correy setting up a war for second. Johnson took second by a spoke in the race that ended one lap prematurely.

The boys from Bakersfield made a big impression in Third Division. Tom Settlemyre (Mastercraft Signs/Grizzly Jawa) ran away from the pack to win the Third Division main. Second spot went to his teammate and fellow Bakersfield resident Ken Berry with Steve Bauer third.

Result

SCRATCH MAIN: 1. Ronnie Correy (Gdn); 2. Jeff Johnson (Wes); 3. Norman Neuman (Wes); 4. Doug Bowers (Jaw).

HANDICAP: 1. Mike Dwyer (Wes); 2. Jeff Johnson (Wes); 3. Ronnie Correy (Gdn); 4. Dave Wendlandt (Jaw); 5. Gary Hicks (Jaw); 6. Billy Gray (GM).

THIRD DIV: 1. Tom Settlemyre (Jaw); 2. Ken Berry (Jaw); 2. Steve Bauer (Jaw); 4. Mark Coker (Jaw); 5. Andy Johnson (Jaw); 6. Mark Brooks (Jaw).

"Sudden Sam" does it at IMS

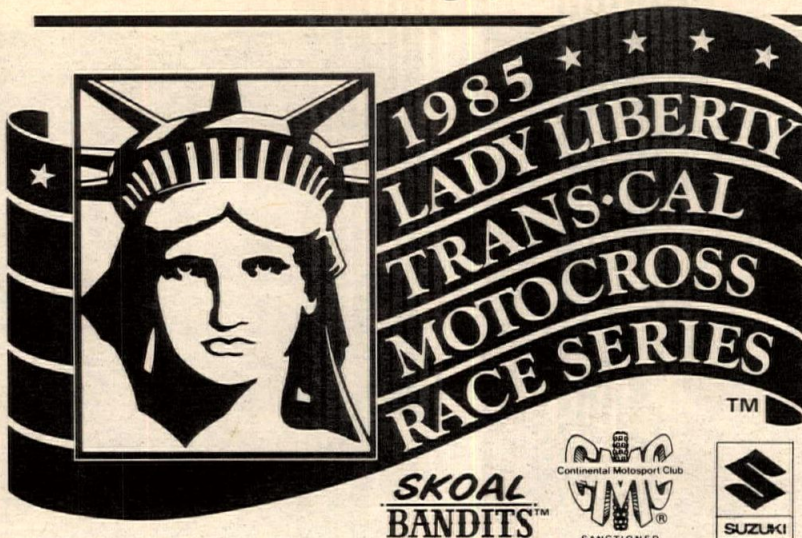
By Scott Daloisio

SAN BERNARDINO, CA, AUG. 21 Sam Ermolenko moved within three points of leader Lance King in the U.S. National Qualifiers by taking the win in the Scratch main at John LaDouceur's Inland Motorcycle Speedway Wednesday evening. The win was Ermolenko's second of the series of five races and it marked the halfway point for the riders hoping to make the U.S. National Championship October 12 in Costa Mesa.

Ermolenko entered Wednesday's series with a perfect score of nine points. He wasn't the only one in that position as an incredible five riders were unbeaten in their first three rides. Joining Ermolenko in battling 1000 were defending National Champion Kelly Moran, Keith Chrisco, Lance King and John Sandona.

The first semi made it as far as turn one before the red appeared. That's

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Sept. 14	Sat.	Huron	Huron	All Sportsmen, Vet & OT Masters, Sidecars
Sept. 15	Sun.	Huron	Huron	Pro, 80 Expert, ATV & Quad, Vet Pros
Sept. 21	Sat.	Laguna Seca	Monterey	All Sportsmen, Vet & OT Masters, Sidecars
Sept. 22	Sun.	Laguna Seca	Monterey	Pro, 80 Expert, ATV & Quad, Vet Pros
Sept. 28	Sat.	Sandhill Ranch	Brentwood	All Sportsmen, Vet & OT Masters, Sidecars
Sept. 29	Sun.	Sandhill Ranch	Brentwood	Pro, 80 Expert, ATV & Quad, Vet Pros
*Oct. 12	Sat.	Madera Fairgrnds	Madera	Pro, 80 Expert, ATV & Quad Expert, Vet Pros
*Oct. 13	Sun.	Madera Fairgrnds	Madera	All Sportsmen, ATV & Quad Sportsmen
*Oct. 19	Sat.	Ascot Park	Gardena	Pro, 80 Expert, ATV & Quad Expert, Vet Pros
*Oct. 20	Sun.	Ascot Park	Gardena	All Sportsmen, ATV & Quad Sportsmen
**Oct. 26	Sat.	Quail Canyon	Gorman	All Sportsmen, Vet & OT Masters, Sidecars
**Oct. 27	Sun.	Quail Canyon	Gorman	Pro, 80 Expert, ATV & Quad, Vet Pros

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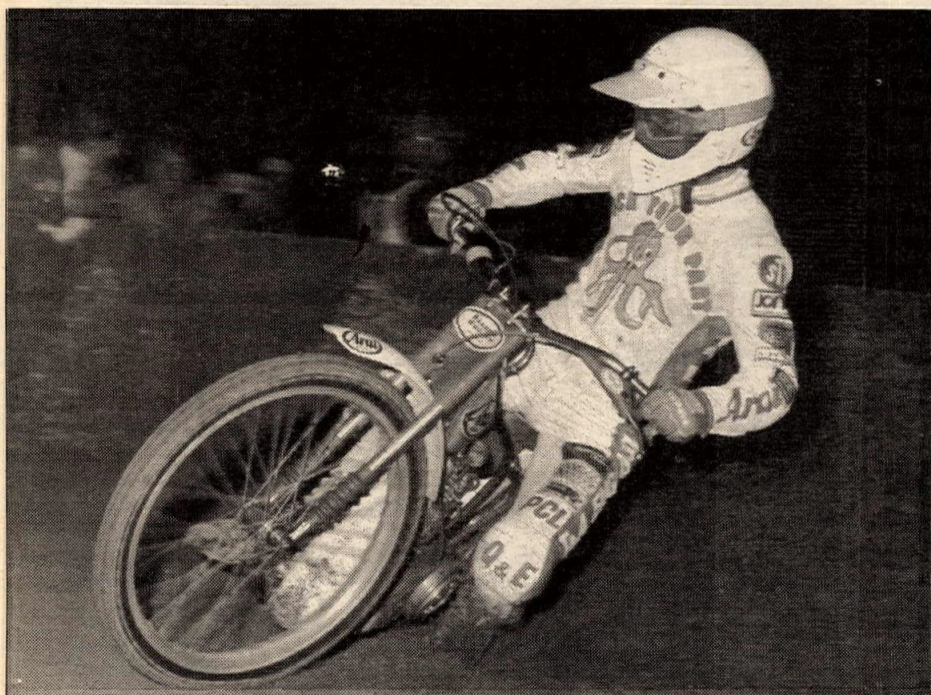
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Speedway



"Sudden Sam" Ermolenko won three main events this week and leads the points going into the final at Carlsbad, although he's leaving for England.

when Moran went down and Ott laid it down to avoid him. On the restart Moran got a poor gate and found himself mired in third behind Sandona and Ott. Moran took the breath away from the crowd with one sweeping move that took him from third and into the lead in turn three. He rode on to victory and earned his berth in the main. Sandona held on to second in a close finish over Shawn McConnell.

The second semi was all Mike Faria. He streaked away from the pack and left Mike Curoso and Chrisco to battle for second, which is exactly what they did. So much in fact, that a bumping incident sent Curoso to the dirt and brought out a red flag on lap three. Chrisco got excluded for causing the get-off leaving Faria with the win and Curoso second.

Semi three was Ermolenko's show. He won by a wide margin over Steve Lucero who had his hands full holding back Brad Oxley for a ticket to the consolation. King took the final semi over Alan Christian, who has won the IMS Qualifiers the previous two seasons.

Even though Christian couldn't take the main he was geared up and ready to go for it in the consolation. Sandona got the gate from one but Christian went to the outside and methodically worked his way by at the end of the first lap. Once out front he cut down to the inside and rode the pipe. Sandona stayed right on Christian's rear tire, but couldn't get by and Christian had four more points. Sandona finished a close second just ahead of Lucero and Curoso.

The main was just your weekly IMS war. Moran burst into the lead from the pole followed by Faria, King and Ermolenko. Ermolenko and King sandwiched Faria down the back chute and went by with Faria retaking King and setting his sights on Ermolenko. Ermolenko then moved up to try Moran. He was all over the defending National Champ and it paid off as he slipped by for the lead on lap three. Moran then moved on to "Sudden Sam's" rear tire with Faria directly behind Moran. They looked like a freight train as they circled the lightning-quick IMS surface and when they crossed the line, a blanket could have been tossed over the first three — it was Ermolenko over Moran, Faria and King.

Results

MAIN EVENT: 1. Sam Ermolenko (Wes); 2. Kelly Moran (Gdn); 3. Mike Faria (Jaw); 4. Lance King (Wes).

CONSOL: 1. Alan Christian (GM); 2. John Sandona (Wes); 3. Steve Lucero (Wes); 4. Mike Curoso (Wes).

Christian, Kossuth fly at Carlsbad

By Gordie Orr

CARLSBAD, CA, AUG. 18

Alan "Crazy" Christian stormed to a convincing win in the Scratch main event over Robert Pfetzing and Steve Lucero at the Carlsbad Raceway Sunday night. While Christian was strutting his stuff Louis Kossuth took advantage of a last-corner bobble by Gary Hicks to win the Handicap main and Steve Lyons captured the 7-Up Division Two Championship.

First-year rider Hicks came off the 10 in the Handicap main in a field that was populated by First Division rookies. The only veteran of First Division wars to make the main was Tom Burba and the main gave a preview of who the stars of the future are in southern California speedway. Hicks was the initial leader and was chased by Kossuth and Walt Farnum. Barba moved into third before the end of the first circuit behind leader Hicks and Kossuth but that is as far as he could go. Kossuth (Jawa) kept the heat on Hicks, looking for a hole that never was to develop, but coming out of turn four as they headed for the checkered Hicks bobbed and Kossuth shot by on the outside. That move gave Kossuth the win over Hicks in a thrilling finish. Burba hung on for third.

In the Scratch main Christian trailed Pfetzing on the start. Pfetzing — who, along with Lucero and Christian, were the only riders who rode at Auburn Saturday night to make it to Carlsbad in time to race — held the point position until lap two. Christian (STP/Valvoline/Cirello Racing/Champion Spark Plugs/PBI/K&N/Bell/Hi-Point/Fiberglass Concepts/Advantage Boats GM) went wide as they exited turn two on the second circuit and raced by for the lead in turn three. Once out front there was no holding him back and Christian stretched his advantage to seven lengths at the checkered flag. Pfetzing hung on to second trailed by



Ronnie Correy (left) and Gary Hicks slide around the all-new Speedway USA facility in Victorville, California, where Correy won the main.

Lucero and Bobby Ott.

First-year rider Steve Lyons (Jawa) took the lead on the start from the short yardage and never looked back to win the 7-Up Second Division Championship. Behind Lyons was a great war between Randy Skinner and Mark Brooks over the first couple of laps. Skinner finally asserted himself and finished second while Rick Vanderham took third after slipping by Brooks.

Results

7-UP D-2 CHMPSHIP: 1. Steve Lyons (Jaw); 2. Randy Skinner (Wes); 3. Rick Vanderham (Wes); 4. Mark Brooks (Jaw); 5. Jim Blain (Jaw); 6. John Grif-fits (H-D).

HANDICAP: 1. Louis Kossuth (Jaw); 2. Gary Hicks (Mae); 3. Tom Burba (Jaw); 4. Ronnie Correy (Gdn); 5. Mark Weaver (Gdn); 6. Walt Farnum (Jaw).

SCRATCH: 1. Alan Christian (GM); 2. Rob Pfetzing (Wes); 3. Steve Lucero (Wes); 4. Bob Ott (Gdn).

Ermolenko, Christian top Auburn qualifier

By W.H. Spencer

AUBURN, CA, AUG. 17

Round one of the U.S. Speedway qualifiers came from a near rain-out to a "Sudden Sam" Ermolenko Scratch main win, but the wily veteran Alan "Crazy" Christian went home as points leader for the qualifier series.

Over an inch of slop greeted the masses as an unusual summer storm swept through the Sierras, but work by the ground crew made the track smooth and rideable except for one bump going into turn three. The top 23 SoCal riders traveled up to northern California to do battle with the top eight local guys and New York's Bruce Nelson.

When an injured Kelly Moran scratched, Tony Briggs got to ride in the first of 30 events, which was won by Jim Lawson over Briggs and Paul Orlandi. In event two, Steve Lucero went around Rob Pfetzing for the win after Greg Ayers was excluded when he took Steve Martin into Lucero on the first start.

The next four heats saw the pole-pickers win. Oxley topped race three over Keith Larsen and Duane Yarrow; Doug Nicol ran clean-up. Lance King had a good start and took an easy first-round victory in race four with Ermolenko over Sandona and Northrup. David Faria had a tough chase with Keith Chrisco and Mike Curoso for his win in heat five. Christian was victorious in his first-round ride over Tim McCasland while Mike Faria captured race seven from pole-sitter Shawn McConnell after a good discussion with Pat Linn. Mike Maz-

zacane came up with his only win of the night in number eight after a hot dispute with Mike Delacy and Gene Woods.

Ermolenko got wide in the deep stuff and received no points while Woods won over Lawson and Yarrow in race nine. "Showtime" Bobby Ott topped event 10 with a fine pass on Bast then Lucero came up with the first repeat win in heat 11. Pfetzing held off McConnell in the next heat with Oxley third over Mazzacane. Pat Linn picked up three points for his event 13 win when Sandona got in the slop; Delacy was third and Mike Curoso fourth.

King came up with his second-straight pole and a win in a great show with David Faria, Martin and Orlandi. The first turn was a side by side show until King pulled away for the checkers over Martin and Orlandi with Faria last. After the second round only four riders — Christian, Faria, King and Lucero — remained undefeated.

Oxley gated well in the opener of the third and last qualifying round and went on to win over Briggs and Ayers. Ermolenko put on a good show, taking a necessary win from Pfetzing and Nicol to make the semis while Andy Northrup scored a win over Linn, who had enough points to transfer.

Lucero kept his score perfect with a win in event 20 over Orlandi and Ott while Mike Faria came off the outside to stay three for three in race 21 over Chrisco and Martin. Delacy kept McConnell and Larsen at bay to win heat 22 while David Faria kept up his honors winning event 23 over Mazzacane and Yarrow.

The last qualifying event pitted King against Christian, but it was Lawson out front until he crashed, leaving Christian to defeat King.

With six guys tied at four points and one spot to fill, two run-offs were conducted. The first saw Briggs beat out Orlandi and Ott; McConnell out-dueled Martin and McCasland in the second.

Then came the first of four semis with the winner going to the main and second to the consolation — both races worth money and valuable points.

King got the gate while Delacy hung on for second. A match between Briggs and McConnell saw the latter make the last spot.

The second semi went to Oxley when Lucero fell; Lawson made the consolation. "Sudden Sam" came off the line just right for the third semi

win with Pfetzing second over Mike Faria. Christian rounded out the main with a good ride in semi four while McConnell came from a run-off to make the consolation transfer.

Pfetzing and McConnell battled for the consolation win, but Pfetzing came out ahead. Lawson crashed, giving Delacy third and the highest scoring northern rider in sixth.

Ermolenko had been studying the start and the track and it paid off. He got the gate and the win with Christian coming around King and Oxley for second. Christian's showing put him two points in front of the points chase for the rest of the series. Although Ermolenko won the main, King outpointed him by one in the overall standings.

Results

OVERALL: 1. Alan Christian (19); 2. Lance King (17); 3. Sam Ermolenko (16); 4. Brad Oxley (15); 5. Rob Pfetzing (13); 6. Mike Delacy (11); 7. Mike Faria (10); 8. (TIE) Steve Lucero/Shawn McConnell (9); 10. (TIE) Jim Lawson/Pat Linn (8).

MAIN: 1. Sam Ermolenko; 2. Alan Christian; 3. Lance King; 4. Brad Oxley.

CONSOL: 1. Rob Pfetzing; 2. Shawn McConnell; 3. Mike Delacy; 4. Jim Lawson.

Brant, Yarrow best at Baylands

By W.H. Spencer

FREMONT, CA, AUG. 15

Former Junior speedway star Scott Brant and Duane Yarrow shared the spotlight in round 16 of Baylands Raceway's speedway racing with Brant winning his first Handicap main and Yarrow setting a record in the two-year history of the race track with 10 Scratch wins.

With the National qualifiers pending, it was a mixed blessing of riders, but nonetheless there was great racing action under the lights. Mark Dragony led out the Handicap main chased by Brant and Kid Curry while Bart Bast held fourth over Steve Crawford. Mike Parsons and the Richmond Yamaha/BMW/Jawa kept pace until he went wide off turn four and tagged the fence, forcing Brant and Bast to change lines. Brant ended up out front and he held Bast at bay for the last lap with Crawford going high and slipping to fourth behind Curry.

With Dave Faria out due to a crash in a Handicap heat, Yarrow got the gate in the Scratch main and led until the checkered flag came out. Brant showed his stuff by holding his lines well enough to hold off Martin and Crawford for second — his best night this season.

A wild and wooly Division Two main saw Scott McNeil the winner on the Elegant Hair Affair machine over a hard charge by Kenny Eggers; Ken Weddingfeld finished third on the Hap Jones/San Jose Honda special.

Kid Curry took the B & W Machine shop racer to its eighth-straight feature match race win. And Bobby Hedden continued his winning ways in Junior Speedway on the PJ-1/Shoei/Team Stephens racer. Young brother Tommy Hedden took second over Dustin Schroeder and Kenny Wagner.

Results

SCRATCH MAIN: 1. Duane Yarrow; 2. Scott Brant; 3. Steve Martin; 4. Steve Crawford.

HANDICAP: 1. Scott Brant; 2. Bart Bast; 3. Kid Curry; 4. Steve Crawford; 5. Mark Dragony; 6. Mike Parsons.

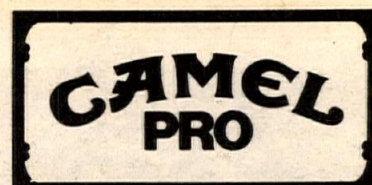
DIV TWO: 1. Scott McNeil; 2. Ken Eggers; 3. Ken Weddingfeld; 4. Chris Paulson; 5. Jeff Kniss; 6. Jim Rogin.

DIV THREE: 1. Dan Neilson; 2. Mike Kasper; 3. Tom Castagnola; 4. Jim Harris; 5. Stephen Blodgett; 6. Vic Dragony.

JR: 1. Bobby Hedden; 2. Tommy Hedden; 3. Dustin Schroeder; 4. Kenny Wagner; 5. Craig Reed.



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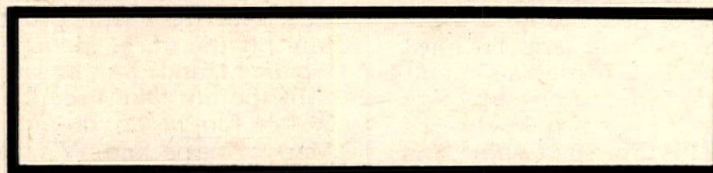
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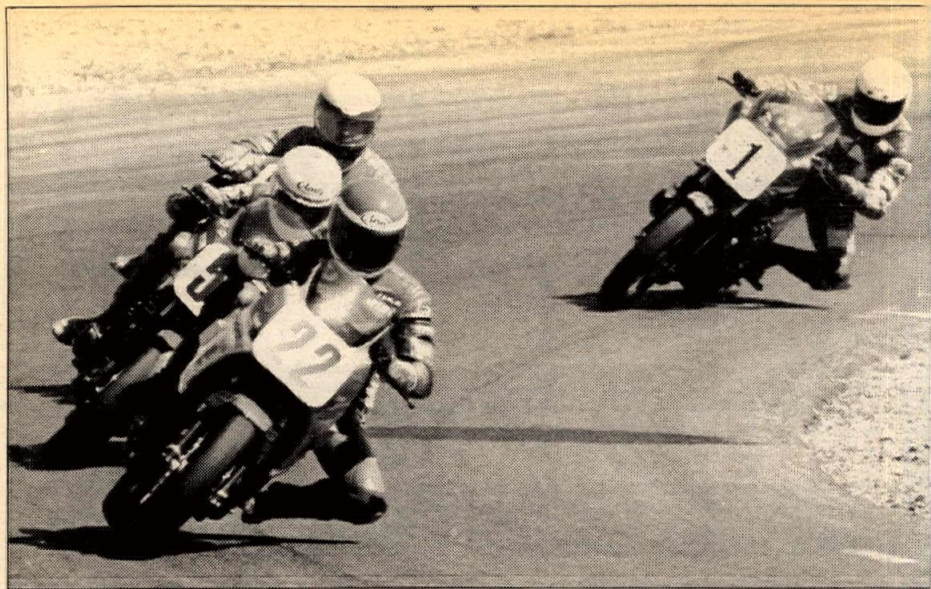
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Jim Vreeke leads Earl Roloff, Lee Fleming and Walt Nitto at the start of the Kerker Superbike race. Vreeke won the race with Roloff second.

PHOTOS BY LORI TYSON

AFM/Kerker Superbike Series: Round 6

Vreeke wins again

By Lori Tyson

ROSAMOND, CA, AUG. 18

Jim Vreeke took his Kerker-sponsored FZ750 Yamaha to a second consecutive victory in the AFM/Kerker Superbike Series, extending his points lead in the series over Bob Reinen

at the Willow Springs American Federation of Motorcyclists-meet. Kawasaki-mounted Earl Roloff finished second ahead of Walt Nitto. "We put on some new Lectron carbs," said Vreeke, "and they worked great!" Vreeke put in consistent, low one-minute, 31-second lap times on his way to the win.

Vreeke shot to the lead at the start, and was never seriously challenged from that point, except by himself. Vreeke was determined to get his times into the 1:30 range, and came close, until he slid both ends of the bike in turn three on the fourth lap. He rode trouble free from then on to take the win nearly 10 seconds ahead of Roloff.

Roloff rode a smooth race on his GPz750 Kawasaki, leading fellow Kawasaki pilot Nitto to the flag. Lee Fleming tried again to go the distance on his Honda, but as last time, tire problems took him out of the race. Reinen also had tire trouble, his rubber barely scuffed at the end of 10 laps. "The tire turned greasy after three laps," explained Reinen. But he held on to take fourth.

Tire trouble also affected the outcome of the 500cc Honda Interceptor Series. Points leader Richard Moore crashed in morning practice due to a poor choice of tire, and for a while the other racers in the series breathed a little easier, figuring he was out for the day. Moore didn't give up quite so easily — he begged and borrowed parts to fix his injured machine, and made it to the line. Moore led the start of the race, but Steve Reynosa swept beneath him in turn two's sweeper on the second lap. Mark "Jaws" Ingalls held third until 450cc ace Bill DeBere grabbed the spot from him, forcing Ingalls to battle Ben Williams and Joe Solis. Reynosa proceeded to stretch his lead as Temple City Honda's DeBere and Tustin Honda's Moore decided second. By the last lap, though, first through fourth positions were secure, the fight still raging for fifth between Ingalls and Williams.

Williams won the toss. After the race, the top three bikes were torn down to check their legality. All three passed inspection.

With Paul VanZuyle practicing at Sears Point, Malcolm Hill had an easy time of it in the Yamaha RZ350 Cup, his only competition coming from the 250cc GP class that was run concurrently. Dave "The Animal" Sadowski took the overall lead on his RS250R by the second lap; Hill was running with GP rider Pete Carroll battling for second. That fight raged on until Carroll lost the back end in turn two and crashed hard, knocking himself silly. Hill rode alone the rest of the race. Chris McNellis used his 250 to dice with RZ350-mounted Matt Hall, until mechanical problems forced McNellis out. John Wells and Team Spud's John Thornton went at it for second in the RZ Cup, and at the end Thornton took the nod.

Roloff took back-to-back wins in the 600cc and Open Modified Production classes. In the 600cc class Roloff snatched the lead from fast Novice Steve Cardillo midway through the race, and went on to take the win by a huge margin. Nitto rode alone for third. Minicaptor pilots Moore and Whitney Blakeslee fought Yamaha rider Eddy Kawaguchi in a close match for fourth until Blakeslee's recurring seizure problem took him off the track. Moore's hastily-repaired Honda beat Kawaguchi.

In the big bike Production race, Roloff fought off the advances of Marty Sharpe and FZ750-mounted Dennis Smith, Roloff putting in fast 1:34 lap times on his way to victory. Sharpe finished just barely ahead of veteran racer Smith, Smith showing no rust after years of spectating.

Terry Statum and his GPz550 Superbike showed the way to the checkers in the 600cc Superstreet, besting the usually unbeatable Doug Toland, who was jet-lagged from flying in from a WERA National Endurance race held in Atlanta Saturday. Toland, riding his stock FJ600, had a great race with Cardillo for second. "I



Vreeke in victory, crediting new carbs for his win.

could stay with him for a while," said a frustrated Cardillo," but I just couldn't keep up the pace." Toland used lapped traffic to ease his getaway and secure his uncustomary second-place trophy.

Roloff took yet another win in the combined Open and 750cc Stock Production, with FZ750-mounted Toland stealing second overall from (Open class) FJ1100-mounted Sharpe. Toland dogged Sharpe until the third lap when Sharpe motioned him by. Nitto, also on an FZ750, got past Sharpe until Sharpe picked up the pace and won back his position. Roloff led start to finish, but by the end Toland had snuck up to within three seconds of him. Sharpe continued in third overall, second Open class, while Nitto battled a phantom swingarm problem. "Something broke," said Nitto later, "something in the swingarm. It wouldn't turn right." Nitto nursed his ailing bike home to take the number two 750cc prize.

The end of the race day showed the return of one of the more amusing events for riders and spectators alike — the Relay races. It was a run-what-you-brung, swap-riders-each-lap, six-lap blast. The FJ1100 of Solis/Adams/Adams finished on top, with the RZ350 of Tatum/Ross taking second. One team swapped riders and machines — they rode both an RZ350 and a Harley Evolution Police Special. It was hilarious, and everyone enjoyed it.

Results

KERKER SB: 1. Jim Vreeke (Yam); 2. Earl Roloff (Kaw); 3. Walt Nitto (Kaw).
HONDA VF500F: 1. Steve Reynosa (Hon); 2. Billy DeBere (Hon); 3. Richard Moore (Hon).
F-1: 1. Jim Vreeke (Yam); 2. Dave Sadowski (Hon); 3. Bob Reinen (Kaw).
F-1: 1. Dave Sadowski (Hon); 2. David Frederick (Yam).
F-4: 1. Matt Winiarski (Hon); 2. James Smith (Hon); 3. Pen Pendleton (Hon).
RZ CUP: 1. Malcolm Hill (Yam); 2. Matt Hall (Yam); 3. John Thornton (Yam).
OPEN STK PROD: 1. Earl Roloff (Kaw); 2. Marty Sharpe (Yam); 3. Curtis Adams (Yam).
750 STK PROD: 1. Doug Toland (Yam); 2. Walt Nitto (Yam); 3. Scott Johnson (Yam).
600 STK PROD: 1. Doug Toland (Yam); 2. Steve Cardillo (Yam); 3. Walt Nitto (Yam).
OPEN MOD PROD: 1. Earl Roloff (Kaw); 2. Marty Sharpe (Yam); 3. Carl Nagy (Yam).
600 MOD PROD: 1. Earl Roloff (Kaw); 2. Steve Cardillo (Yam); 3. Walt Nitto (Yam).
450 MOD PROD: 1. Stuart Wilken (Yam); 2. Steve Fleming (Yam); 3. Ed Thiele (Yam).
OVER 40: 1. Ray Adams (Hon); 2. Bill Price (Yam); 3. Peter Poland (Kaw).
OPEN TWINS: 1. Ron Bartels (H-D).
750 TWINS: 1. Curtis Adams (Hon).
F-SINGLE: 1. Scott Waters (Yam).
450 SS: 1. Malcolm Hill (Yam); 2. Matt Hall (Yam); 3. Mike Crough (Yam).
600 SS: 1. Terry Statum (Kaw); 2. Doug Toland (Yam); 3. Steve Cardillo (Yam).
750 SS: 1. Ray Adams (Hon); 2. Carl Nagy (Suz).
OPEN SS: 1. Bill Bartels (H-D).
SIDECARS: 1. Bernie Sloane/Steve Gerbino; 2. Phil Wilson/Mike Stephen (Kaw); 3. William Burke/James MacAlpine (Hon).
HONDA VF500F POINTS: 1. Richard Moore, 90;

2. Steve Reynosa, 86; 3. Joe Solis, 80. 4. Nigel Gale, 55; 5. Don Biava, 41; 6. Whitney Blakeslee, 36; 7. Ron Sweet, 33; 8. Chris Grabau, 27; 9. Mark Ingalls, 25; 10. Steve Schrader, 24.

KERKER SUPERBIKE POINTS: 1. Jim Vreeke, 98; 2. Bob Reinen, 66; 3. Earl Roloff, 65; 4. Walt Nitto, 55; 5. Kevin Schwantz, 40; 6. Todd Brubaker, 36; 7. Ken Aplanap, 22; 8. Doug Toland, 16; 9. Vince Costa, 16; 10. Wes Cooley, 13.

Murray stars at Ascot MX

By Jan Boice

GARDENA, CA, AUG. 8

Continental Motosport Club (CMC) number one plate holder Pete Murray (M-Star) put two perfect motos together tonight in the fifth round of the FMF Summer Series and took home the top money in the 500cc Pro class. In the first moto Dave Foltz (Hon), Mike McMillen (Hon), and Ron Turner (Cag) were first out of the gate, but about 200 yards into the race Turner pulled off the track with a mechanical problem and Foltz went down hard over the tables. That put McMillen into the number one spot and Murray into second. On lap three Murray powered past McMillen on the rockers and a bobble by McMillen let Shawn Tracy (Hon) and Dan Berg (Hon) by also. Murray rode a flawless race and had built up a 10 bikelength lead by the time he took the checkered flag. Tracy was second, followed closely by Berg and McMillen.

In the second moto Murray came out of the gate in first and stayed out in front right down to the flag. Berg ran in second for the first two laps, but couldn't hold off a determined McMillen. McMillen took a well-deserved second and a second overall. Berg held on to third and took third overall while Tracy brought up fourth and finished fourth overall.

The 250cc Intermediate contest was an intense duel between Chris Boice (Hon) and Gary Goforth (Hon). The first moto looked as if it belonged to series point leader John Garcia (Hon), but a knee injury forced him out of the race in the fourth lap. Boice took over the lead with Goforth and David Stablein (Hon) hot after him. Boice maintained his lead to the finish line — Goforth and Stablein went across second and third.

Goforth was first off the line in the second round. Stablein, Rialmir Bertogna (Hon), and Boice were in tow, but a hard bail over the crashwall doubles took Stablein out of the top five. Boice picked off Bertogna on the fourth lap and took off after Goforth with one lap to go. The two riders were wheel-to-wheel, making contact several times in a dash to the finish line. It looked as if Goforth had it in the bag until the last turn before the finish when Goforth went wide and Boice slipped by on the inside to take the win. Goforth was second, Bertogna was third and Steve Coster (Hon) was fourth. Boice's 1-1 gave him the overall, Goforth's 2-2 put him in second, and Coster cruised into third overall with a 5-4.

Honda rider Don Wilson won both motos in the 500cc Beginner class, but not without some serious competition from Ron Wood (Hon). Wood got the holeshot in the first moto and had Wilson literally breathing down his neck for the entire race. Right before the checkered flag Wilson passed Wood and took the win. Gary Schrechengost (Hon) rode in third position from the start to the finish line.

Wilson flew out of the gate at the start of the second moto with Wood right behind him, pushing the two front runners way out ahead of the rest of the pack. Jim Clark (Hon) made up for a stalled bike in the first

moto by installing himself firmly in third place and staying there. Schrechengost passed Chris Wilinski (Hon) right at the checkered flag to place fourth. Wilson and Wood battled right to the drop of the flag, with Wilson coming out on top and taking the overall. Wood was second overall and Schrechengost's 3-4 gave him the third overall spot.

Results

60: 1. Larry Turner (Kaw); 2. Armando Overland (Suz); 3. Damian Pinedo (Kaw).
80 BEG DIV 1: 1. Don Splinger (Kaw); 2. Danny Fonteyn (Yam); 3. Chris Lange (Suz).
80 BEG DIV 2: 1. Aarow Anderson (Hon); 2. Sean Turner (Kaw); 3. Anthony Payne (Kaw).
80 JR: 1. Mike Cox (Kaw); 2. Rusty Somers (Kaw); 3. Derek Meyer (Hon).
80 INT: 1. Kevin Bussey (Kaw); 2. Guy Deckert (Kaw); 3. Jason Jones (Yam).
80 EX: 1. Anthony French (Hon).
125 BEG DIV 1: 1. David Benedetti (Hon); 2. Paul Garthwaite (Kaw); 3. Fabrizio Azzalin (Cag).
125 BEG DIV 2: 1. Tonrod Rodrigues (Hon); 2. Steve Vercher (Kaw); 3. Bob Tatom (Kaw).
125 JR DIV 1: 1. Billy Gilbert (Yam); 2. Perrin Perez (Kaw); 3. Gary Wright (Suz).
125 JR DIV 2: 1. Charlie Brown (Kaw); 2. Larry Turner (Hon); 3. Chris Rodzinski (Hon).
125 INT: 1. Danny Casson (Kaw); 2. Jim Kuntz (Kaw); 3. David Foltz (Kaw).
125 PRO: 1. Tim Rutherford (Kaw); 2. Dave Graff (Hon); 3. Ron Turner (Cag).
250 BEG DIV 1: 1. Jeff Bruce (Hon); 2. Fabrizio Azzalin (Cag); 3. Frank Shiroma (Yam).
250 BEG DIV 2: 1. John Theisen (Yam); 2. Jim Tucker (Yam); 3. Jerry Forde (Suz).
250 JR: 1. Travis Stake (Hon); 2. Matt Petro (Hon); 3. Ken Faught (Yam).
250 INT: 1. Chris Boice (Hon); 2. Gary Goforth (Hon); 3. Steve Coster (Hon).
250 PRO: 1. Ron Turner (Cag); 2. Don Turk (Hon); 3. Pete Murray (M-S).
500 BEG: 1. Don Wilson (Hon); 2. Ron Wood (Hon); 3. Gary Schrechengost (Hon).
500 JR: 1. Eric Fleming (Hon); 2. Mike Torres (Hon); 3. Victor Treepke (Hon).
500 INT: 1. Garry Gross (Yam); 2. Chris McGee (Kaw); 3. Robert Tippet (Kaw).
500 PRO: 1. Pete Murray (M-S); 2. Mike McMillen (Hon); 3. Dan Berg (Hon).
VET JR: 1. Brian Naile (KTM); 2. Reid Franke (Hon); 3. Don Wilborn (Yam).
VET INT: 1. Chris Stapleton (KTM); 2. Franko Surridge (Yam).
VET MSTR: 1. Gary Jones (KTM); 2. DeWayne Jones (KTM); 3. Jeff Blix (Yam).
OT JR: 1. Jim Periman (Hon).
OT MSTR: 1. Mike McMillen (Hon); 2. Robert Dahlgren (Hon).

Arnet Unbeatable at SMX Perris

By Terry Whytal

PERRIS, CA, AUG. 10

Honda-mounted Ed Arnet continued his incredible domination of Saturday Perris action as he once again swept both 250cc Pro motos to take home the day's big cash.

Arnet's win was made difficult in moto one as a very determined Mike Baker put his Yamaha out front early and held off Arnet for many laps. Arnet finally charged into the lead at the halfway point as Baker cruised in for second ahead of Yamaha rider Ti Swartz.

Swartz came back in round two to provide the pressure on Arnet from the number two slot but was unable to gain the lead and had to settle for the runner-up position. Swartz' 3-2 score gave him second overall as Baker posted a 2-3 score for third. Yamaha rider Bob Ashleigh placed fourth for the day as Honda-mounted Bill Scott rounded out the top five.

Kawasaki pilot Doug O'Donnell reached the checkers first in both 125cc Pro races to earn top honors. Suzuki rider Kenny Clifton chased O'Donnell to the flag in each round but was never able to mount an effective challenge. Chris Taylor rode his Yamaha to a close third overall.

As usual the 250cc Intermediate class offered spectators the closest and most exciting racing of the day with multiple leaders in each round and the final outcome always in doubt. When the dust settled it was Suzuki rider Jeff Almond earning the overall win over a hard-charging Jim Perry on a Kawasaki. Alan "Old Man" Olson placed third on a Suzuki ahead of Husky-mounted Mike Hooker in the 16 rider field.

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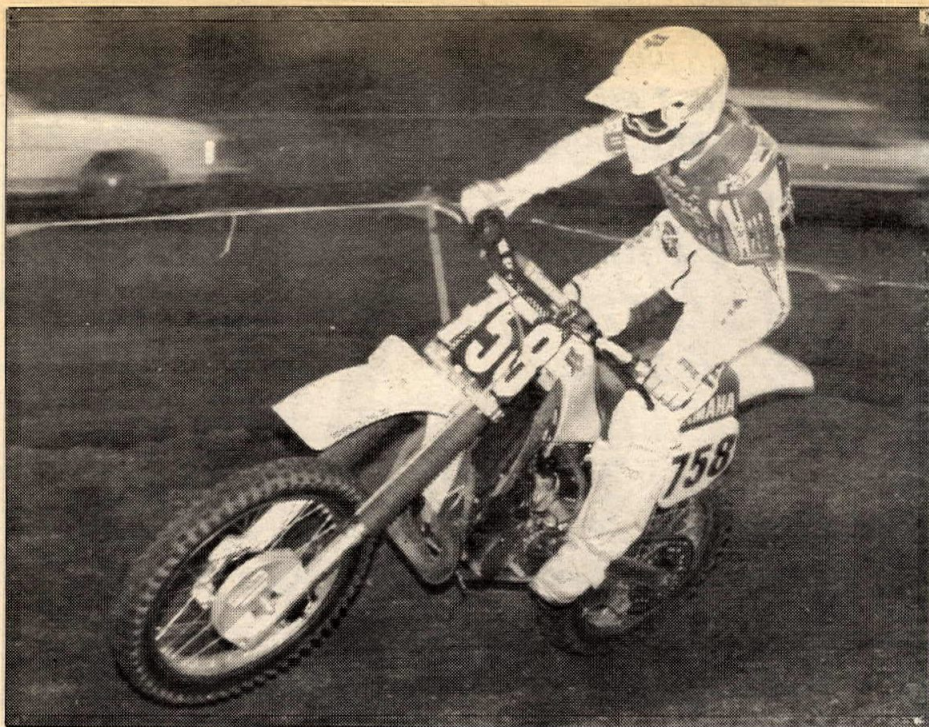
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Mark Hall beat Joe Wright in the 250cc Pro class on the new stadium motocross track at Boise, Idaho; Hall scored a 1-1 to take the win.

Results

250 PRO: 1. Ed Arnet (Hon); 2. Ti Swartz (Yam); 3. Mike Baker (Yam).
 125 PRO: 1. Doug O'Donnell (Kaw); 2. Kenny Clifton (Suz); 3. Chris Taylor (Yam).
 OPEN INT: 1. Doug Taft (Yam); 2. Greg Whitfield (Yam); 3. George Kohler (Kaw).
 250 INT: 1. Jeff Almond (Suz); 2. Jim Perry (Kaw); 3. Alan Olson (Suz).
 125 INT: 1. Loren Pochrowski (Hon); 2. BJ Mills-paugh (Kaw); 3. Chuck Whitmore (Suz).
 250 NOV: 1. Michael Edwards (Suz); 2. Brian Stine (Hon); 3. Roger Saenz (Yam).
 125 NOV: 1. Stan Hase (Kaw); 2. Todd Kopetsky (Kaw); 3. Alex Paglie (Hon).
 VET EX: 1. Gary Jones (C-A); 2. Randy Minter (Hus); 3. Jody Weisel (Hon).
 VET INT: 1. Greg Preston (Hon); 2. John Tartaglia (Hon).
 VET NOV: 1. Tom Conrad (Hus); 2. Tom Coleman (Kaw); 3. John Hadash (C-A).
 OPEN BEG: 1. Steve Brady (Yam); 2. John Richte (Hon).
 250 BEG: 1. Don Dinnell (Suz); 2. Bill Kolkman (Hon); 3. John Mario (C-A).
 125 BEG: 1. Richard Taylor (Hon); 2. Greg Stevens (Yam); 3. Tami Rice (Kaw).
 80 NOV: 1. Ronnie Martin (Kaw); 2. Raymond Hensley (Yam).
 80 BEG: 1. Marcus Falconieri (Kaw); 2. Sean Gray (Yam); 3. Prax Cruz (Suz).
 60 NOV: 1. Scott Gray (Kaw); 2. Travis Preston (Hon); 3. Timmy Olson (Yam).

Fowler top Pro at Barona

By Debbie Higgins

RAMONA, CA, AUG. 4
 Honda rider Terry Fowler was victorious in the 125cc Pro class at today's Barona Oaks MX. Fowler won the first moto after a crash took out the leaders, then posted second in the second round to clinch the overall.

The 125cc Open Pro competition was as fierce as the dry, inland southern California heat. Dave McGee (Honda of Poway) stole the holeshot in moto one followed by a pack that included John Conney (Kaw), Ron Yonekura (Kaw), Terry Fowler (American Honda), Jim Chamberlain (Hon) and Charlie Sampson (Kaw), all riding wheel-to-wheel. McGee, still leading the moto, crashed over the triple jump causing Conney to also go down in McGee's path. Fowler took command of first with Yonekura and Chamberlain holding second and third. Chamberlain also crashed on the triples, leaving the remaining competitors dicing back and forth. The checkered flag found Fowler the winner over Yonekura and Sampson.

Moto two saw Fowler the leader off the line, but not for long. Conney passed Fowler to capture the lead and then held it for the remainder of the race. Fowler, McGee, Yonekura and Chamberlain scrambled between them-

selves for the valued second and third spots, as Conney lengthened his lead. The checkered flag gave the win to Conney, with Fowler second and Yonekura third. The overall win went to Fowler with a 1-2 score as Conney captured second overall and Yonekura took home third.

Brad Johnson (Hon) proved to be the number one overall rider for the 125cc Modified Intermediate class. Johnson pulled the holeshot in moto one, but by the first turn, found himself behind Charlie Sampson. Johnson didn't let the situation continue for long, and by the middle of lap one once again had the lead. Sampson stuck to Johnson like glue, but soon encountered mechanical problems and was unable to continue. The battle for second and third spot continued however, with John Batzloff and Fred Willert holding them respectively at the finish. In moto two it was Johnson with the holeshot and a strong lead throughout the race. Matt Schumsky (Kaw) and Willert held the second and third spots until the last turn before the checkered flag fell. Johnson slowed up at the last moment and allowed Schumsky to pass him as the flag dropped. The overall scoring showed Johnson with the first spot with a first and second score, and Schumsky with second for his fourth and first spot shows. Willert took third overall for a pair of third place finishes.

Results

PEE WEE STK: 1. Victor Colmenero (Yam); 2. Jeremy Michand (Yam); 3. Dustin Nelson (Yam).
 PEE WEE MOD: 1. Chris Wheeler (Yam); 2. Victor Colmenero (Yam); 3. Dustin Nelson (Yam).
 JR CYC STK 0-8: 1. Pablo Lara (Kaw); 2. Chris Wheeler (Kaw); 3. Spencer Hite (Kaw).
 JR CYC STK 9-11: 1. Sammy Vella (Kaw); 2. Kevin Lambert (Hon); 3. Lenny Goins (Hon).
 JR CYC MOD 0-8: 1. Chris Wheeler (Kaw); 2. Dustin Nelson (Yam); 3. Spencer Hite (Kaw).
 JR CYC MOD 9-11: 1. Sammy Vella (Kaw); 2. Jeff Tilton (Kaw); 3. Mark Birkenbach (Hon).
 JR CYC MOD 9-11 SR: 1. Joshua Liscom (Kaw).
 83 BEG 9-11: 1. Gernet Dexter (Suz); 2. Pablo Lara (Kaw); 3. Brian Hughes.
 80 BEG 12+: 1. Mario Lopez (Yam); 2. Coby Adams (Yam); 3. Skipper Edwards (Yam).
 80 NOV STK 9-11: 1. Travis Cory (Hon); 2. Lars Larsson (Yam); 3. Steve Silverthorn (Yam).
 80 NOV STK 12+ DIV 1: 1. Jeff Grafton (Yam); 2. Chris Raceles (Yam); 3. Manuel Garcia (Yam).
 80 NOV STK 12+ DIV 2: 1. Rodolfo Iribe (Hon); 2. Mike Bomonka (Yam); 3. Lance Murray (Hon).
 80 NOV MOD 12+: 1. Chris Raceles (Yam); 2. Manuel Garcia (Kaw); 3. Ronnie Kauble (Yam).
 80 INT STK: 1. Jason McDougald (Kaw); 2. Todd Mitchell (Yam); 3. Kory Byers (Kaw).
 105 OPEN: 1. Todd Mitchell (Yam); 2. Jeff Grafton (Yam); 3. Steve Birkenbach (Hon).
 125 BEG: 1. Richard Buch (Yam); 2. Ricky Golden (Yam); 3. John Arnold (Hon).
 125 NOV STK: 1. Matt Brown (Kaw); 2. Brit Anderson (Kaw); 3. Matt Dickinson (Kaw).
 125 NOV MOD: 1. Matt Brown (Kaw); 2. Matt Dickinson (Kaw); 3. Brit Anderson (Kaw).
 125 INT: 1. Brad Johnson (Hon); 2. Matt Schumsky (Kaw); 3. Fred Willert (Kaw).
 125 EX: 1. John Yonekura (Kaw).
 125 OPEN PRO: 1. Terry Fowler (Hon); 2. John Conney (Kaw); 3. John Yonekura (Kaw).

Hall hot at Boise SX

By Marty Gregory

BOISE ID, AUG. 10

Mark Hall, aboard his YZ250, did what no local rider has been able to do in a long, long time — beat Joe Wright. Hall's 1-1 in the 250cc Pro class at the CMC Supercross relegated the Honda-mounted Wright to a second overall on the new stadium track under the lights.

In the energy-charged second moto, Wright was in the process of assuming the lead when his contacts popped out upon landing from the massive tabletop at the end of the start straight. The few seconds of confusion which followed were all that Hall needed to fly into the lead. Wright recovered quickly and motored into a solid second place but could not get much inside five seconds on the pumped-up high school star from Meridian. A distant third was Todd Peugh (Suz) who led the rest of the pack as Hall and Wright pulled away, but when results were tallied, it was Hall, Wright, Jim Lyngar (Hon) and Hans Kirschner (Kaw) figuring 1-2-3-4 in the overall.

Jim Lyngar dominated the big-bore Pros on his CR500 while Larry Jackson (Kaw) passed Toby Ashley (Kaw) then hung on for second in moto two and second overall. Jackson completed his night by walking away with the 125cc Expert bucks while Corey Barton looked on from the sidelines with a mending collar-bone.

Intermediate and Beginner action was likewise fast and furious as Jeff Irby (Kaw) held off Jerome, Idaho's Steve Aslett (Yam) to take the 125cc gold in the Intermediate division of that class and Ryder Orozco (Hon) showed the Open Bs how to get around a supercross track.

The Vet race is everybody's favorite and tonight's was no disappointment with Experts and Beginners mixing it up all at once. Myron Davis (Kaw) came shooting over the grandstand jump first to snag the lead for a few laps. Then "XXL" Leroy Smith rode his KX to the front only to be displaced by Sun Valley's Randy Van Dyke (Kaw) who is just about as big as Smith! At the end of that second moto, it was all Van Dyke who aced the overall, too.

Results

MICRO: 1. Jason Rich; 2. Gregg Yearsley; 3. Scott McPherson.
 MINI B: 1. Brit Burlingame; 2. Bryan Steele; 3. Angela Davis.
 MINI INT: 1. Cliff Burge; 2. Robert Hayball.
 125 B: 1. Bob Nichols; 2. Pat Lovelady; 3. Ryder Orozco.
 125 INT: 1. Jeff Irby; 2. Steve Aslett; 3. David Barnowski.
 125 EX: 1. Larry Jackson; 2. Harvey Mushman; 3. Jon Irby.
 250 B: 1. Mike Dougherty; 2. Delmar Slate; 3. Mike Mather.
 250 INT: 1. Rob Johnson; 2. Jim Baugh; 3. Steve Aslett.
 250 EX: 1. Mark Hall; 2. Joe Wright; 3. Jim Lyngar.
 OPEN B: 1. Ryder Orozco; 2. Matt Spencer; 3. Scott Collins.
 OPEN INT: 1. Greg Orozco; 2. Marc Hendrickson; 3. Ricky Henson.
 OPEN EX: 1. Jim Lyngar; 2. Larry Jackson; 3. Toby Ashley.
 VET B: 1. Mike Anderson; 2. Joe Wood.
 VET EX: 1. Randy Van Dyke; 2. Myron Davis.

Hamilton on top at Huron

By Clark Emery

HURON, CA, AUG. 10

Ed Hamilton took home the 500cc Junior class trophy and points tonight taking both moto wins on his big Kawasaki. Selma's Doug Menefee went for a 2-2 moto score, with Bakersfield's Mike Hulsey third on his CR250.

With only one race to go in the Continental Motorsports Club (CMC) Hawaiian Holiday MX series, a lot of riders put in some hard rides trying to increase their point standings. Those riders that had lackluster finishes tonight only have the final double-point race left to pull them out before the winner sets sail for Hawaii.

When the gate fell and the 250cc Novice class flew, it was San Ardo's Kenneth Digges putting the power to the ground on his CR250. One of the series point leaders, Jim Quaschnick, was running second, while Yamaha rider William Van Praag had a firm command of third place. Midway through the race, Quaschnick and Digges traded places, with Quaschnick holding on to the lead until the finish.

In the second moto, it was again Digges and Quaschnick battling it out. Going over a big double, Digges declined to take the jump as a whole and Quaschnick saw his chance and flew over Digges and into the lead. Quaschnick had a clear track ahead of him and finished the moto in first. Digges followed in second, as Parlier's Gabriel Sandoval netted a third on his Suzuki.

In Pro action, Fresno's Jim Ellis blasted away from the pack to win both the 250cc motos. Tim Winslow reeled in second overall in the 250s with Steve Lucente placing third for the evening. Ellis repeated his performance in the 500cc classes, this time beating out Honda riders Dave Hosaka and Tim Dias, who took the second and third place points for the night.

Some of the best racing of the night took place in the 125cc Juniors, as a mad scramble for the lead saw three different leaders on the first lap. First it was Fresno's Billy Woods, then one corner later Brian Sweany took over. Brother Todd Sweany then stole the lead in a corner as the pack completed the first lap. Three laps into the race, Woods, tired of following, started a wild battle for second place. While all the fighting was going on, Cagiva rider Barry "Brat" Willingham had worked his way up from a bad start to put himself in the battle and when the white flag came out, Brian Sweany overcooked a turn dropping him from second to fifth. This moved everybody up a notch, and Willingham nailed his Cagiva's throttle to the stops and passed Woods in the last corner to take the win. "I've only had about an hour's practice on my new motor," Willingham said after the moto. "It took me a few laps to get used to the different powerband, but once I did, it flew."

Willingham stole a clean holeshot in moto two with Woods in second. Coming out of a hidden back section of the track, Woods emerged first with a substantial lead as Willingham was having problems with his plastic boots which forced him to pull off for repairs. Yamaha rider Tony Oliveri and Lee Wilson Jr. broke loose from the pack and were now running second and third. Wilson put a move on Oliveri and found himself in second place, then all three riders held onto their positions for the remainder of the race, with Woods going on to take the win.

Klaus Baker was the man to beat in the Vet Junior class, winning both his motos on a smooth running Yamaha. Second place overall went to Honda rider Reinal DeLaCorda. Taft's Tim Crabb ended up with third for the night.

Results

60: 1. John McCracken (Yam).
 80 PP: 1. Stephanie Cox (Suz).
 80 NOV: 1. Kennie McGrath (Hon); 2. Robbie Baker (Kaw); 3. Kenny Madden (Kaw).
 80 JR: 1. Pat Bennet (Yam); 2. Chris Kawasaki (Kaw); 3. Derrick Cox (Suz).

80 INT: 1. Doug Houston (Yam); 2. John Culwell (Yam); 3. Brock Suter (Yam).
 125 NOV: 1. John Sudberry (Suz); 2. David Van Wart (Suz); 3. Kevin Thompson (Suz).
 125 JR: 1. Billy Woods (Kaw); 2. Lee Wilson Jr. (Kaw); 2. Barry Willingham (Cag).
 125 INT: 1. Mike Bitner (Yam); 2. Ryan Menke (Kaw).
 250 NOV: 1. Jim Quaschnick (Yam); 2. Kenneth Digges (Hon); 3. Rick Mattos (Suz).
 250 JR: 1. Greg Hunter (Yam); 2. Ritch Haseldon (Suz); 3. Darin Vanderpool (Kaw).
 250 INT: 1. Mitch Farmer (Yam); 2. Dennis Law (Yam).
 250 PRO: 1. Jim Ellis (Yam); 2. Tim Winslow (Yam); 3. Steve Lucente (Yam).
 500 NOV: 1. Quinton Hawkins (Hon); 2. Tibor Treiner (Hon); 3. Baron Sumter (Yam).
 500 JR: 1. Ed Hamilton (Kaw); 2. Doug Menefee (Hon); 3. Mike Hulsey (Hon).
 500 INT: 1. David Camarena (Yam); 2. Ryan Bear (Hon).
 500 PRO: 1. Jim Ellis (Yam); 2. Dave Hosaka (Hon); 3. Tima Dias (Hon).
 OTHG INT: 1. David Piker (Yam); 2. Leed Rewry (Mai); 3. Bob Murray (Hus).
 OTHG AM: 1. Terrible Tony (Kaw).
 OT INT: 1. Jim McCracken (Kaw); 2. Billy Woods (Kaw).
 VET JR: 1. Klaus Baker (Yam); 2. Reinal DeLa-Cerda (Hon); 3. Tim Crabb (Hon).
 VET INT: 1. Steve Presley (Hus).
 VET MSTR: 1. Mike Bosworth (Suz); 2. Paul Huebert (Hon); 3. Wes Broby (Hon).

Gardner, Mashbir share PAL honors

By Mike Vancil

SANTA CLARA, CA, AUG. 9

Eric "The Charger" Mashbir tried to make up for his horrid prior week experience and nearly pulled off a double for his effort. Part of his carry-over problem was a trashed front end on the 250CR that was only replaced a short time before the races. In moto one the holeshot was performed by Tony Richards (Kaw), but his lead was short lived as first Mashbir and then George Hopper (Hon) got by. When the moto ended Mashbir had the victory, but it was costly for he had to give away a passing secret and after this moto many riders were using the same tactic at the 180° turn prior to the straightaway. In the late moto laps Richards regained his second place and John Dauth (Hon) rammed his CR into third. At the start of the second moto for this 250cc Pro clash, Hopper got the lead and looked fierce enough to hang onto it for 100 laps! Again Richards and Mashbir were engaged in the tussle for second and in the end it went to Mashbir, thus giving him the overall. The tenacity demonstrated by Hopper was definitely what he needed to gain a second overall in the evening's 250cc battle.

In Open Pro action, Mashbir and Johnny "Too Tall" Gardner banged bars early in the first corner; an abbreviated run from the start gate to a right hand 90° turn. Midway into the moto, Mashbir tried his no-longer patented, on the grass pass mentioned earlier. It would have worked, but he banged into Gardner which caused his engine to quit. In order to get it started Gardner had to stick out one of those big elbows to get proper leverage thus holding Mashbir in second until he could re-light his engine and motor away still in the lead. John Wells (Yam) slipped by Mashbir in the late laps to take over second. In the second moto Gardner had an easier time of it and was never pressured for the win. The battle for second was a revived battle between Wells and Mashbir, but this time the "Mashbir pass" worked to give Mashbir second in the moto and second for the evening.

Veteran Master action was also hot and furious. Duane Hughes (Hon) had the heavy throttle hand in moto one to gain the early lead. Jerry Caton (Hon-sponsored by Moto-X Fox, and Ceet), launched a stiff challenge but fell and gave the runner-up spot to Mike Lane (Hon). Lane could not move by Hughes, but in the second moto Lane was able to hold to the lead to give his sponsors, Mtn.

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Gary Smith (34) and Danny Boles (20) sail their Open bikes in the 500cc Pro class at Baylands: Smith took the wins in the 500 and 125cc classes.

View Distributing/Santa Clara Honda/Moto-X Fox, some added exposure. Caton took his Honda to second in the moto for third overall. Hughes parlayed placings for second.

Results

PEE WEE 50: 1. Danny Murphy (Hon).
 PEE WEE 60: 1. David Augustine (Yam); 2. Johnny Chipollina (Hon).
 MINI 80 NOV 9-11: 1. Josh Chisum (Yam).
 MINI 80 NOV 12-16 DIV 1: 1. Johnny Lieb (Hon); 2. Rusty Rust (Yam); 3. Saul San Filippo (Yam).
 MINI 80 NOV 12-16 DIV 2: 1. Danny Williams (Hon); 2. Robie Myer (Kaw); 3. Derick Martinez (Yam).
 MINI 80 JR 12-16: 1. Jim Williams (Kaw); 2. Tyler Hummel (Kaw); 3. Steve Dela Rosa (Kaw).
 MINI 80 INT: 1. Stan Lundquist (Kaw); 2. Jeff Chalmers (Hon).
 MINI 80 EX: 1. Jimmy Clay (Yam).
 125 NOV: 1. Tim McMortree (Suz); 2. Eric Hanzelka (Yam); 3. David Puchta (Yam).
 125 JR: 1. Paul Midson (Hon); 2. Mitch Cook (Hon); 3. Jim Ricci Jr. (Suz).
 125 INT: 1. Mark Drebert (Yam); 2. Wade Cobern (Hon).
 250 NOV DIV 1: 1. Jeff Rapetti (Hon); 2. Ryan Carrigan (Yam).
 250 NOV DIV 2: 1. Steve Priddy (Hon); 2. George Miranda (Suz); 3. Tim Dorazio (Hon).
 250 JR: 1. Alan Moffat (KTM); 2. Mike Toshi (Yam); 3. Jerry Costillo (Hon).
 250 INT: 1. Jon King (Hon).
 250 PRO: 1. Eric Mashbir (Hon); 2. George Hopper (Hon).
 OPEN NOV: 1. William Anstutz (Hon); 2. Todd Reedy (Mai); 3. Dan Lindquist (Suz).
 OPEN JR: 1. Arnie Fry (Yam); 2. Paul Flores (Hon).
 OPEN INT: 1. Duane Hughes (Hon).
 OPEN PRO: 1. Johnny Gardner (Hon); 2. Eric Mashbir (Hon).
 VET SPTSMN: 1. Bruce Rust (Hon); 2. Cliff Glidden (Yam).
 VET INT: 1. Bubba Taylor (Yam).
 VET MSTR: 1. Mike Lake (Hon); 2. Duane Hughes (Hon).
 OT MSTR: 1. Duane Spence (Yam).

Smith doubles at Baylands

By Mike Vancil

FREMONT, CA, AUG. 7

Gary Smith hauled his KX125 Kawasaki and 500cc GP Honda to Baylands from Yuba City and walked off with four perfect rides for top money in both divisions. His first outing at Baylands in many weeks saw him easily capture the 125cc class against two other KX riders: Danny Paladino and Zachary Fust. Smith was able to catapult into the lead in each moto and never had to look back. His rides were flawless and very quick circuits of the new Baylands track were achieved even though he was under no pressure. The end result in the 500cc class was the same, but Smith got considerable pressure from Craig Christian (Yam) and Devon Joos (Hon) in the process.

In moto one Christian pushed his YZ into the first corner abreast of Smith and only surrendered a little ground to him for the rest of the moto. Joos, sponsored by O'Neal USA and Team US, was able to hold off repeated passing attempts from Greg Raub (Yam). In their second moto a brief lead was enjoyed by Joos, but before lap one was over Smith had the lead again. Raub came home third.

An excellent turnout of racers and a fine set of motos were the result in the 250cc Novice class. The high incidence of crashing has disappeared and is but an early season memory. In the first moto Steve Priddy (Hon) and Rick Alves (Yam) blasted into the first corner. They dived for a lap prior to Alves having a slight problem which caused him to lose a few positions. Moving in to take over and try to catch Priddy was Don Tofft (Kaw) and Paul Funaro (KTM). On the last lap Funaro made a pass to take over third from Paul Balcita (Hon), and then finished nearly in a nose-to-tail fashion. In moto two Priddy asserted himself early and got far enough away to not be bothered by the turmoil over second and third places. Alves got a better chance at a better finishing position; he wasn't as locked in traffic as in moto one. In fact, there didn't seem to be the passing attempted nor accomplished as there was in the first moto. The finishing order was Priddy, Funaro on his KTM and Alves.

In 250cc Pro class action, John Dauth (Hon) was able to power in for a double moto win and first overall. He had to follow holeshot artist Gary Fargo (Suz) for a lap before getting by on the difficult new jump installed at Baylands. In the second moto Jerry Cabral (Suz), sponsored by Cycle West and Hi-Point USA, got into the first corner behind Fargo, but Dauth was able to work past them both in the seven lap moto.

Results

PEE WEE 60 NOV: 1. Darin Rayzor (Hon).
 MINI 80 NOV 9-11: 1. Kenny Spence (Yam).
 MINI 80 NOV 12-16: 1. Mike Powell (Kaw); 2. Saul San Filippo (Yam); 3. Jon Nicolaus (Kaw).
 MINI 80 JR: 1. Ricky Peixoto (Yam); 2. Jim Williams (Kaw).
 MINI 80 INT: 1. Todd Enke (Yam); 2. Dale Rayzor (Hon).
 MINI 80 EX: 1. Todd Hicks (Yam).
 125 NOV DIV 1: 1. Garry McClelland (Kaw); 2. Vern Latham (Hon); 3. Jim Basgall (Hon).
 125 NOV DIV 2: 1. Steve Breeden (Yam); 2. Jamie Powell (Hon); 3. Eric Johnson (Yam).
 125 JR: 1. Steve Brisco (Kaw); 2. Mark Laube (Hon); 3. Scott Sordan (Yam).

PHOTO BY VINCE LEWIS



Earl Roloff and his Seaweed Kawasaki won again at Willow.

125 INT: 1. Nick Martin (Kaw); 2. Jesse Britain (Kaw).
 125 PRO: 1. Gary Smith (Kaw).
 250 NOV: 1. Steve Priddy (Hon); 2. Paul Funaro (KTM); 3. Don Tofft (Kaw).
 250 JR: 1. Kenny Lane (Hon); 2. Dennis Jerge (Hon); 3. Mike Toschi (Yam).
 250 INT: 1. Russ Scott (Suz); 2. Tony Peixoto (Hon).
 250 PRO: 1. John Dauth (Hon).
 500 NOV: 1. Raymond Harold (Hon); 2. Larry Fisher (Suz); 3. Saul Nava Jr. (Yam).
 500 INT: 1. Art Klingbeil (Hon); 2. Duane Hughes (Hon).
 500 PRO: 1. Gary Smith (Hon); 2. Devon Joos (Hon).
 VET SPTSMN: 1. Van DePiero (Hon).
 VET INT: 1. Gary Jaehne (Kaw); 2. Ken Johnson (Suz).
 VET MSTR: 1. Duane Hughes (Hon).
 OT SPTSMN: 1. Charley Pratcher (Yam).

Roloff rolls again at ARRA

ROSAMOND, CA, AUG. 4

Seaweed Kawasaki's Earl Roloff continued his domination of American Road Racing Assn. (ARRA) events at Willow Springs by winning all four classes he entered on his Kawasaki 900 and 600 Ninjas. Roloff was unstoppable in 600cc Modified Production and 600cc Superstreet, jumping out front immediately and running away from the field. In 600cc Modified A, Roloff was followed across the finish line by Steve Cardillo and Scott Johnson, both on FJ600 Yamahas. Darren Fulce (Yam) won 600cc Modified B, beating Rick Seaver (Suz) and Carlo Rao (Yam). Cardillo came back to win 600cc Stock Production, ahead of Ron Sharpe and Chuck Waychoff.

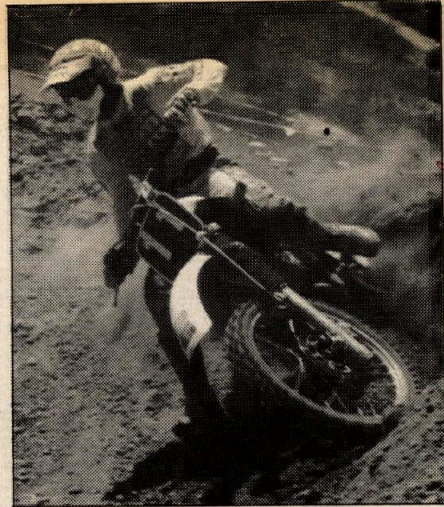
In Open Stock Production, Roloff took the lead going into turn three and ran off, leaving Curtis Adams (Yam FJ1100) and Kenny Kopecky (Ninja 900) to battle for second place. Kopecky came from a bad start to catch and pass Adams, but on the last lap, Adams out-braked Kopecky going into turn one and kept second place for his own.

Roloff pulled away in Open Modified Production, with Kopecky taking a secure second ahead of Adams.

Constantly-improving Jeff Stern rode his 1105cc GS1000 Suzuki Superbike hard to win Formula One, beating Jim Vreeke (Yam FZ750 Superbike) and Kopecky. Stern got the holeshot off the grid, with Kopecky second. Vreeke flew past Kopecky on the first lap and set off after Stern, but couldn't catch him. But in Open Superstreet, it had been different. Stern holeshot with Kopecky second until the fifth turn of the second lap, when Vreeke caught and passed and pulled away from Kopecky. Vreeke, who was dialing-in carburetion on his Kerker-sponsored AMA Superbike, then caught and left Stern behind. At the finish, it was Stern, Vreeke and Kopecky on his box-stock Ninja.

Ken Bruce (Yam) won Formula Four (125cc GP), coming from behind. Steve Brousseau (Yam) led initially,

PHOTO BY LORI TYSON



Mike Beier finished second in the 250cc Pro class at DeAnza.

and Bruce dived with ever-improving Sam Winters (Yam) for second place. But on the sixth lap, Bruce turned on the gas and took off after Brousseau, catching him and taking over first place. Bruce had Winters in his tow, and Winters came within two seconds of catching Brousseau at the flag. The final order was Bruce, Brousseau and Winters. All three rode Yamaha TZ125s.

Results

F-1: 1. Jeff Stern (Suz); 2. Jim Vreeke (Yam); 3. Kenny Kopecky (Yam).
 OPEN SS: 1. Jim Vreeke (Yam); 2. Jeff Stern (Suz); 3. Kenny Kopecky (Kaw).
 OPEN STK PROD: 1. Earl Roloff (Kaw); 2. Curtis Adams (Yam); 3. Kenny Kopecky (Kaw).
 OPEN MOD PROD: 1. Earl Roloff (Kaw); 2. Kenny Kopecky (Kaw); 3. Curtis Adams (Yam).
 600 MOD PROD A: 1. Earl Roloff (Kaw); 2. Steve Cardillo (Yam); 3. Scott Johnson (Yam).
 600 MOD PROD B: 1. Darren Fulce (Yam); 2. Rick Seaver (Suz); 3. Carlo Rao (Yam).
 600 STK PROD: 1. Steve Cardillo (Yam); 2. Ron Sharpe; 3. Chuck Waychoff.
 600 SS: 1. Earl Roloff (Kaw); 2. Chuck Morton; 3. Darren Fulce.
 750 SS: 1. Chris Mencher; 2. Keith West; 3. Matt Hall.
 450 SS: 1. Chuck Morton; 2. Matt Hall; 3. Brian Benevides.
 750 MOD PROD: 1. Scott Johnson (Yam); 2. John Harte; 3. Ray Adams.
 450 MOD PROD: 1. Alexander White; 2. Nill DeBere; 3. Jon Williams.
 750 STK PROD: 1. Scott Johnson (Yam); 2. Steve Cardillo (Yam); 3. John Harte.
 450 STK PROD: 1. Bill DeBere; 2. Jeffrey Brown; 3. Don Warren.
 F-3: 1. Ken Bruce (Yam); 2. Steve Brousseau (Yam); 3. Sam Winters (Yam).
 BOTT: 1. Fred Eiker (M-G); 2. Mick Ofield (Nor); 3. Ken Greene.
 600 NOV: 1. Mark Jones; 2. Blake Jacobson; 3. Eddie Sanders.
 VINTAGE: 1. Ted Toki; 2. Bill Fennessy; 3. Dave Fiorelli.
 F-2: 1. Bob DeWitt; 2. Scott Waters; 3. Rye Hefley.
 450 LC: 1. Chuck Morton; 2. Matt Hall; 3. Ken Nachman.
 500 SINGLES: 1. Mike Wilson; 2. Gary Patton; 3. Frank Bussell.
 OPEN NOV: 1. Greg Dean; 2. Kurt Burns; 3. Wayne Fogal.

Rodriguez attacks DeAnza

By Terry Whytal

SUNNYMEAD, CA, AUG. 4

Randy Rodriguez powered his ATK four-stroke to a convincing Open Pro win at this week's SMX DeAnza race. The challenging DeAnza course was fast and well-prepped allowing Rodriguez to use the ATK's awesome power to pull away from his rivals.

Yamaha pilot Keith Williamson provided the only real pressure on the leader, pushing Rodriguez from the number two slot in each moto to earn the runner-up overall honor. Dan Paulson placed his Honda third.

Yamaha rider Mike Beier easily topped the first round of 250cc Pro action but it was Colin Ryan and Matt Tedder who battled for the lead in round two as Beier made two short pit stops on the first lap. Yamaha-mounted Ryan and Honda pilot Tedder banged bars throughout the second moto with Ryan edging Tedder for the win with a 2-1 score.

PHOTO BY TERRY WHYTAL

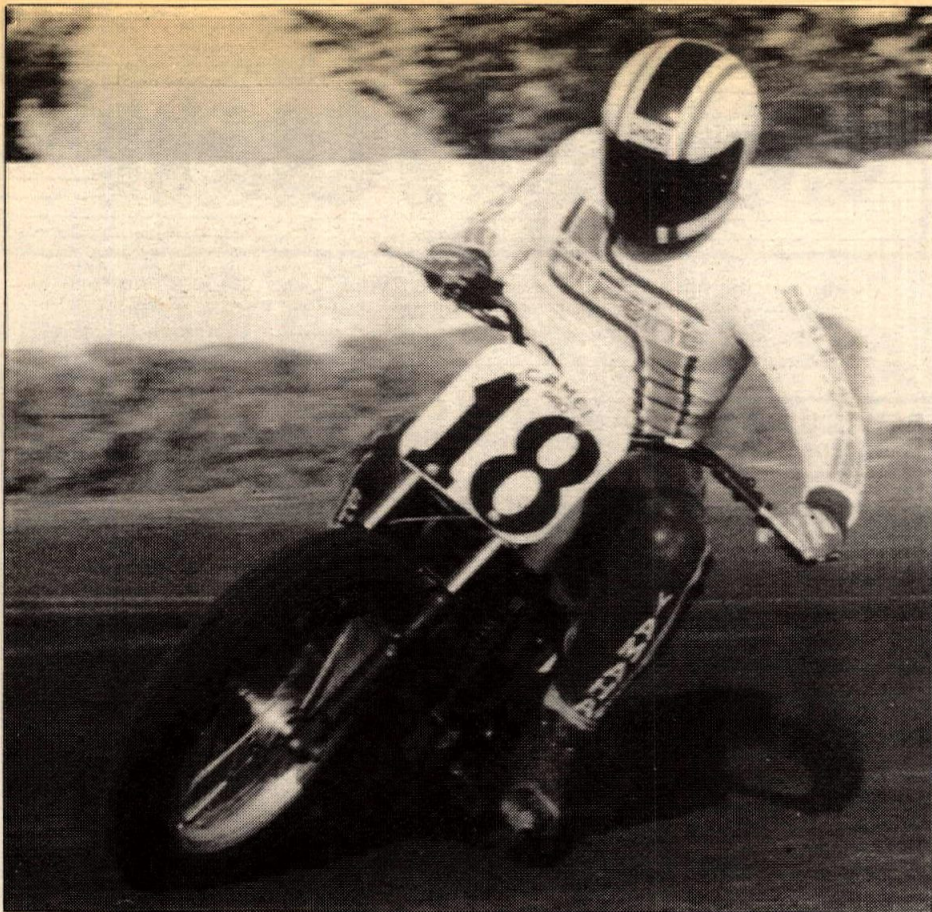


PHOTO BY TOMMY BAKER

Jack Yost borrowed Terry Poovey's Harley-Davidson, raced for the first time in a year, and won the trophy dash at Mike Kidd's Boyd Raceway.

Meanwhile, Beier charged through the pack at an incredible pace that saw him whittle eight seconds a lap off the leaders to finally finish third after ending lap one just four seconds ahead of the leaders completing lap two. Beier's 1-3 score earned him the number two share of the cash with Tedder getting third ahead of Suzuki rider Tony Spear.

Albert Sanchez rode his Suzuki to the 125cc Novice win. Sanchez posted a consistent 2-2 score to edge second moto winner Charles Gonzales (Kaw) for the win. Kawasaki pilot Chris Winkler placed third for the day.

Results

OPEN PRO: 1. Randy Rodriguez (ATK); 2. Keith Williamson (Yam); 3. Dan Paulson (Hon).
250 PRO: 1. Colin Ryan (Yam); 2. Mike Beier (Yam); 3. Matt Tedder (Hon).
125 PRO: 1. Paul Thede (Kaw); 2. Joe Tuttobene (Yam); 3. Scott Wilkinson (Suz).
250 INT: 1. Ruben Torras (Hon); 2. Todd Huegel (Hon); 3. Pete Vetrano (Hon).
VET EX: 1. Randy Rodriguez (ATK); 2. Alan Olson (Suz); 3. Terry Davis (Hon).
VET INT: 1. Dennis Bulware (Hon); 2. Mike Collins (KTM); 3. Wayne Cornelious (KTM).
VET NOV: 1. DeWayne Boese (Hon); 2. Bob O'Neil (Hon); 3. Perry Black (Hon).
250 NOV: 1. John Gerjes (Kaw); 2. Aron Briggs (Hon); 3. David Spencer (Kaw).
125 NOV: 1. Albert Sanchez (Suz); 2. Charles Gonzalez (Kaw); 3. Chris Winkler (Kaw).
250 BEG: 1. David Fox (Hon); 2. Mike Robres (Hon); 3. Scott Rippers (Yam).
125 BEG: 1. Matt Wicketts (Suz); 2. Brian Cornelious (Hon); 3. Kevin Thom (Hon).

Yost returns with trophy dash win

By M. Orr

BOYD, TX, JULY 27

After a year's absence from flat track racing, Jack Yost returned to win the trophy dash at Mike Kidd's Boyd Raceway. Open Pro short track heats were split between James Huddleston ahead of Andy West, with Yost leading Alan Powers across the line. Yost got the holeshot in the trophy dash as West came from fourth and passed Powers inside turn two on the second lap. Powers then got by Huddleston on the inside at the start/finish line for second place. Huddleston wasn't out of it, though, as he got around West on the final lap to finish in second, while Yost took his first trophy dash win.

Powers led out of turn two in the main event, followed by Huddleston, Dodd Dyson and West. Starting from the back row, Charlie Orr came out of the first corner in seventh, then took the long way around the three-four corners, moving into fourth place by the end of lap one. Huddleston went too wide on lap two and at the end of three laps, Powers, Dyson and Orr charged down the front straight three-abreast. Dyson, from the inside, took the lead into turn one, while Orr went into second from the outside. Orr gained the lead in turn four by going inside Dyson, but Dyson came back inside in turn two and into the lead again. That was the pattern for the next four laps. Orr held onto the lead on the final lap to take the win ahead of Dyson, with West capturing third place ahead of Powers and Huddleston.

Shane Jolly held onto the early lead in the 250cc TT main event after getting the holeshot ahead of Bobby Shaw, Eddie Kaufman and Gregg Bentley. Bentley went wide in the right-hand turn, passing both Shaw and Kaufman to take over second place. The battle from there on was for third, with Kaufman leading Shaw through the dog-leg. Shaw pressured Kaufman until lap four, then passed him in the air coming off the high jump. Jolly chalked up the win followed by Bentley, as Shaw held the edge over Kaufman for third place. •

Results

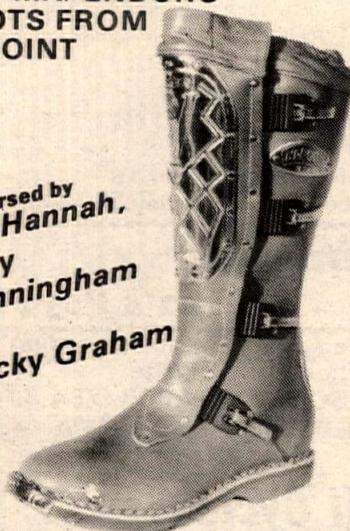
SHORT TRACK
TROPHY DASH: 1. Jack Yost (H-D); 2. James Huddleston (C-A); 3. Andy West (C-A).
50: 1. Philip Thompson (Yam); 2. Brian Thompson (Yam); 3. Trey Glasco (Yam).
80: 1. Greg Teague (Yam); 2. Derick Whitener (Yam).
125: 1. Mike Hale (Kaw); 2. Chad McCracken (Yam); 3. Ed Meyer (Kaw).
250: 1. Mike Hale (Yam); 2. Chad McCracken (Yam); 3. Trace Polson (Hon).
OPEN AM: 1. Trace Polson (Hon); 2. Karl Klement (Hon); 3. Jack Surber (Yam).
OPEN PRO: 1. Charlie Orr (Hon); 2. Dodd Dyson (Hon); 3. Andy West (C-A).
TT
OVER 30: 1. Eddie Kaufman (Hon); 2. Karl Klement (Hon); 3. Steve Powers (Hon).
50: 1. Philip Thompson (Yam); 2. Brian Thompson (Yam); 3. Trey Glasco (Yam).
80: 1. Derick Whitener (Kaw).
125: 1. Ed Meyer (Kaw); 2. Jack Surber (Kaw); 3. John Wagner (Yam).
250: 1. Shane Jolly (Hon); 2. Gregg Bentley (Hon); 3. Bobby Shaw (Hon).
OPEN AM: 1. David Thompson (Yam); 2. Kirk Tyler (Yam); 3. Jack Surber (Suz).
OPEN PRO: 1. Charlie Orr (Hon); 2. Dodd Dyson (Hon); 3. Shane Jolly (Hon).

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\$24.00 Post

Mail 3 SASE to:
LARRY CURL
13220 Othego St.
Sherman Oaks, CA 91423



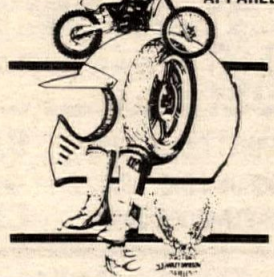
INTER-SHOWS

Presents

**MOTORCYCLE
SWAPMEET**

**FRIDAY, SEPTEMBER 6
6 p.m. to 10 p.m.**

**MOTORCYCLE
ACCESSORIES PARTS
APPAREL**



**24 HR. INFO: (714) 495-2542
Orange County Fairgrounds
BUY OR SELL
COSTA MESA**

INTER-SHOWS
BOX 2910/MISSION VIEJO, CALIFORNIA 92690
Office Hours:
Tuesday & Thursday 10 a.m. to 2 p.m.
(714) 495-0515

Cycle News every week!
The latest on two wheels!



Race With The Best

Quail Canyon — Every Sunday
Ascot Park — Fri. Nights
Carlsbad Raceway — 1st/2nd/3rd/4th Sun. ea. mo.
Sunrise Cycle Park — 2nd/4th Sun. ea. mo.

(714) 261-6116

SRA

Schedule

Sept. 29 — CARLSBAD G.P.

(714) 828-1358



**NATIONAL MOTORSPORT
ASSOCIATION**
MINICYCLE
MOTORCYCLE
MOTOCROSS

**NATIONAL & REGION
ACTIVITIES**

**SANCTIONS —
MEMBERSHIPS
CONTACT NMA**
P.O. BOX 46
NORWALK, CA 90650
(213) 868-8112



Road Race Schedule

**Sept. 8 — Sears Point
Sept. 22 — Willow Springs
Oct. 6 — Sears Point**

**13423 Stanstead
Norwalk, CA 90650 (213) 864-0704**

**Speedway
August 30
Costa Mesa**



DOUBLE CROSS RACING

**Monday, Sept. 2
Labor Day G.P.
Perris Raceway —
\$1000 Pro Team Race**

Info: (714) 371-6333

**WORLD SUPERCROSS
FINALS**

**November 9th
L.A. Coliseum**

Calendar

Calendar listings are a free service for **Cycle News** readers and race promoters. All information is the responsibility of the promoter. We suggest calling to confirm details before traveling to an event.

NATIONAL & WORLD CHAMPIONSHIPS

1985 AMA Camel Pro Series Schedule

8/31-9/1 Brainerd, MN
9/1 Springfield, IL
9/8 Syracuse, NY
9/15 San Jose, CA
9/21 Gardena, CA
9/29 Sacramento, CA

1985 AMA Superbike/Pro-Am RR C'ship Series

8/31 Brainerd, MN
*10/19-20 Daytona Beach, FL

*Pro Am Event

1985 AMA National Enduro Championship Schedule

9/15 Lynnvile, IN
10/20 McArthur, OH
10/27 Bear, DE

1985 AMA National Hare Scrambles Series Schedule

9/1 Millville, MN
10/13 Sugar Grove, OH

AMA/NATC National Observed Trials C'ship Series

8/31 Butte/Bozeman, MT
9/2 Salt Lake City, UT

AMA/Dragbike! National C'ship Series

9/2 Brainerd, MN
9/8 Byron, IL
9/14-15 Lancaster, NY
9/28-29 Prescott, AR
10/6-7 Fremont, CA
10/13-14 Palmdale, CA
10/21 West Palm Beach, FL
10/27-28* Atmore, AL
11/2-3 Houston, TX
11/16-17** Gainesville, FL
11/30-12/1 Phoenix, AZ

* 1/4-mile track

**National C'ship Finals

National NHRA Drag Racing Championships

8/31-9/2 Indianapolis, IN
10/19-20 Pomona, CA

National Drag Racing Championships IDBA

9/14-15 TBA
10/12-13 Gulfport, MS
11/16-17 Birmingham, AL

1985 SCORE/HARA Off-Road Series

11/8-10 Baja 1000
12/6-8 Frontier 500

WERA/Wiseco National Endurance Series (RR)

9/7-8 Rosamond, CA (24 hr)
9/14 Faulkville, GA (6 hr)
10/5 College Station, TX (8 hr)
11/9 Braselton, GA (6 hr)

World C'ship Endurance Road Race Series

9/7-8 West Germany
9/14-15 France

FIM World C'ship Road Race Series

9/1 San Marino

World C'ship TT Road Race Series

9/1 Belgium
9/28-29 West Germany

AMA/C'ship Cup Endurance Series

9/2 Loudon, NH
10/18 Daytona Beach, FL

World C'ship Motocross Series

Sidecar

9/15 Italy

World C'ship Trials Series

8/31 Sweden
9/8 Switzerland
9/15 West Germany

Other Major FIM Events

8/31 Indiv. Spdw. C'ship Finals
Bradford, England
9/8 Motocross des Nations
Gaidorf, West Germany
9/15 Indiv. Long Track C'ship Finals
Korsko, Denmark
9/29 Trial des Nations
Canzo, Italy
9/30-10/6 ISDE
La Molina, Spain

ZAP/CMC NIGHT MOTOCROSS

Santa Clara P.A.I. Racetrack, Hwy 237 and Great American Parkway, Santa Clara, CA. Gates open 6 pm, prac 6:30, race 7:30. Info 408/224-4989.

RIO BRAVO MOTOCROSS

Rio Bravo MX Park, Houston, TX. 5 miles east on E. Mount Houston Rd., off Hwy 59 N. Info 713/458-0090.

CMC CALIFORNIA MOTOCROSS

Ascot Raceway, Gardena, CA. Gates open 4 pm, sign-up closes 6:30, prac 6-7, first race 7:00. Info 714/261-6116.

TEXAS MOTOCROSS

From Dallas, TX take Hwy 114 past D-FW Airport to Hwy 26 and turn left. Go 3 miles from Ft. Worth. Gates open 5:30, prac 6:30, race 8. Info 817/481-2804.

TEXAS MOTOCROSS

Mosier Valley MX Track, Euless, TX. Gate opens 5:30 pm, prac 7, race 8:30. Info 817/540-3813.

TEXAS MOTOCROSS

Ross Down MX Track, Hwy 26, Colleyville, TX. From Dallas take Hwy 114 past D-FW Airport to Hwy 26, turn left 4 miles. Gates open 5:30 pm, prac 6:30, races 8. Info 817/481-2804.

CALIFORNIA MOTOCROSS

Sand Hill Ranch, Brentwood, CA. From Hwy 580 take Vasco Rd. north 17 miles to corner of Camino Diablo and Vasco Rds., turn right. Gate opens 6 pm, prac 7, race 7:30. Info 415/634-3328 or 634-6596.

CALIFORNIA SPEEDWAY

Gold Country Fairgrounds, Maple St. exit off I-80 east. Near Auburn, CA. Gates open 6:30. Info 916/448-7557 or 485-7140.

COLORADO SUPERCROSS

Greeley, CO. Island Grove Park. Gates open 3 pm, sign-up 3, prac 5, race 5:30. E & M Ent. Info 303/482-5752.

August 31

SMX CALIFORNIA MOTOCROSS

Perris Raceway, Perris, CA. 91 Frwy. east to 15 south toward Elsinore for 20 miles to Hwy 74 then left for 8 miles to Ellis St. Left to Burton, rt to track. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

TEXAS SUPERCROSS

Buffalo Park Speedway, Dallas, TX. 2 miles west of I-35 E. on Belt Line Rd. Gates open 4 pm, prac 6, races 8. Info 817/488-9133.

NIGHT DRAGS

Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, ends 8 pm. Info 619/727-1171.

CALIFORNIA MOTOCROSS

Cycleland Speedway, 14 miles south of Chico, CA on US Hwy 99 E. Gates open 5:30 pm, sign-ups to 7:15, prac 7, race 8. Info 916/342-0063.

CMC CALIFORNIA MOTOCROSS

Hwy 99 to Ave. 12 East, Rd. 29 north, to Ave. 13 east to Road 29 1/4 east. Madera, CA. Gates open 5 pm, prac 6, race 7. Info 209/673-8080.

TEXAS SHORT TRACK AND TT

St. Hwy 114 to FM 730, south 2 miles to FM 2048 to race track. 25 miles NW of Ft. Worth, TX. Prac 6:30 pm, heat races 7:30. Info 817/284-1766 or 433-5587.

WASHINGTON MOTOCROSS

Thurston County ORV Park, 15 miles west of Olympia, WA. Gates open 7 am, prac 9, race 10. Info 206/475-8695 or 565-1659.

CALIFORNIA RR SCHOOL/PRACTICE
Willow Springs Raceway, Rosamond, CA. New rider school, open prac. ARRA. Info 805/966-5700.

Aug. 31-Sept. 1

CALIFORNIA ROAD RIDING CONVENTION

Napa Town and Country Fairgrounds, Silverado Trail (Hwy 121), Napa, CA. Info 408/226-1737 or 985-1978.

August 28

CMC NIGHT MOTOCROSS

Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. Use south entrance. Gates open 5 pm, races 7. Info 415/651-2545.

CALIFORNIA SPEEDWAY

Inland Motorcycle Speedway, 898 S. Arrowhead Ave., San Bernardino, CA. National Orange Show Fairgrounds. Gates open 6:30 pm, first race 8. Info 818/446-0969 or 714/884-4092

August 26-29

WASHINGTON MOTOCROSS SCHOOL

Thurston County ORV Park, McCleary, WA. Info 714/980-4703 or 980-3212.

August 29

OREGON MOTOCROSS

West Delta Park, Portland, OR. West Delta Park exit off I-5. Gate opens 4:30 pm, prac 5:30, race 7. Portland Int. Raceway. Info 503/285-6635.

AMA CALIFORNIA SPEEDWAY

Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. Gates open 6 pm, racing at 8. Info 415/651-2545.

WASHINGTON MOTOCROSS

Bellingham, WA. Hannegan Speedway., exit 255 off I-5, one mile east turn left on Hannegan Rd. 1 1/4 mile. Sign-up 5 pm, race 6. MBMC. Info 206/734-9505.

CALIFORNIA SPEEDWAY

Ascot's South Bay Stadium, 18240 S. Vermont Ave., Gardena, CA. Gates open 6:30 pm, first race 8. Info 213/515-5115.

August 30

CALIFORNIA SPEEDWAY

Orange County Fairgrounds, south end of Newport (55) Frwy., Costa Mesa, CA. Gates open 6:30 pm, first race 8. Info 714/492-9933.

ARIZONA ROAD RUN
Prescott, AZ. Info 602/979-6644
or 582-8533.

CALIFORNIA SHORT TRACK
Hills Ferry Speedway, Newman, CA.
Call for more info. 408/463-0548 or
209/578-3108.

TEXAS SUPERCROSS FINALS
Goodtimes Motorsports Park, San
Antonio, TX. Take IH 35 south 15
miles to exit #127. Left on access Rd.
and past stop sign 1 block. Go right 1
mile to track. Sign up Sat. 6 pm, race
7:30, race 8. Sun. 8:30 am, race
9:30. Info 512/681-1407.

IDAHO SUPERCROSS
Emmett Fairgrounds Arena, Emmett,
ID. Sat. sign-up 11am-2pm, rider mtg.
2:30, prac after mtg., race 4 pm. Sun.
sign-up 7am-9am, riders mtg. 9:15,
prac after riders mtg., race 11 am. Info
208/365-3141 or 365-6152.

NEVADA MOTOCROSS
Fernley Speedway, Fernley, NV.
Hwy 80E to Fernley. Exit 46 to Hwy 95
alt., 6 miles south, left hand side. Prac
6:30 pm. Old-Timers only. Info
702/851-1247.

CALIFORNIA VOLUNTEER PROGRAM
Troy Campground. Take 395 north,
left at Kennedy Meadows sign, left at
KM General Store, right at Troy
Camp (36 miles from 395). Starts 10
am. Info 213/255-5815.

UTAH HARE SCRAMBLES
17 miles south of Eureka, UT and
follow signs. Sign-up 7am-10:30, rid-
ers meeting 10:30, race 11. Utah
Desert Foxes. Info 801/562-0227 or
972-5623.

CALIFORNIA GRAN PRIX
Sunrise Valley Cycle Park, Ade-
lanto, CA. Dirt Diggers Hopetown GP.
Info 213/644-0526.

September 1

CMC CALIFORNIA MOTOCROSS
Quail Canyon, CA. I-5 to Hungry
Valley Rd. turn-off. Gates open 7 am,
prac 8, race 9:30. Info 714/261-6116.

SMX CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnyvale,
CA. 10 miles east of Riverside on Hwy.
60 to Theodore exit. Gates open 7 am,
prac 8, first race 9. Info 714/831-
3482 or 643-1722.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi.
south of town to San Jacinto River.
Split schedule. Prac 8 am, race 10.
Int/Ex race 1 p.m. Info 712/756-
4114 or 273-2336.

CMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona,
CA. Hwy 67 to Lakeside, east on
Mapleview, north on Ashwood, up
Wildcat Canyon Rd. 11 miles. Sign up
closes 7:30 sharp. Info 619/565-2406.

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa Interna-
tional Raceway off Hwy 169 N & North
36th St. Gate 8 am, race 9:30, race
11. Tulsa Area Motorsports, Inc. Info
918/266-6136.

TEXAS MOSIER MX
Mosier Valley MX Park. From I-30
take 157 north to Mosier Valley Rd.,
west to Jimison Lane. Midway between
Dallas and Ft. Worth, TX. Gate opens 7
am, prac 8, race 9. Int and Exp. Prac 1
pm, race 1:30. Info 817/540-3813

TEXAS AUSTIN MX
Austin Motorsports Raceway, Austin,
TX. U.S. 183 S to Smith Rd. (south
of Motorola plant), Howard Rd. 1 1/2 &
watch for signs. Nov sign up 7 am,
prac 8, race 9. Int/Ex sign up noon,
race 1:30. Info 512/443-7627,
327-5254.

TEXAS MOTOCROSS
Lakeside Motorsport Raceway, Bas-
trop, TX. 95 north from Bastrop for 4
miles, then East on FM 1441 for 2 1/2
miles. Track on right side of Hwy. Sign-
up 9:30 am, race 10:30, race 11. Info
512/327-5259.

MEXICO 200 MILE TEAM
Colonet, Mexico. 72 miles south of
Ensenada. Races start 7:30 am. Info
619/469-1910.

OREGON MONEY CROSS
Sunny Valley, 15 miles north of
Grants Pass, OR. Gates open 8 am,
sign-up 9-10:30, race 11. Info
503/479-7848 or 479-4533.

CRC CALIFORNIA MOTOCROSS
Perris Raceway, Perris, CA. Hwy
74, 3 miles west of Perris, north on
Ellis Rd. 2nd race of Tri-Race Series.
Info 213/830-7519.

CMC CALIFORNIA MOTOCROSS
Redding, CA. East of I-5 off Rancho
Rd. and Airport Rd., end of Old Oregon
Trail at Redding Airport. Gates open
6:30 am, prac 8, race 9. Info 916/243-
6019.

CALIFORNIA ROAD RACE
Willow Springs International Race-
way, Rosamond, CA. North on I-14 to
Rosamond off-ramp, turn left. Starts 7
am. ARRA. Info 805/966-5700.

September 1-2

ALASKA STATE MOTOCROSS
Kincaid Park, Anchorage, AK. End
of W. Dimond Blvd. off Jodphur Rd.
Gates open 8 am, prac 10, race 11.
Alaska State M/C C'ship Series. Info
907/344-8229.

COLORADO MOTOCROSS
Lakewood, CO. I-70 west to Colfax,
west to Rooney Rd., south 2 miles to
track. SRAC. Info 303/458-1352.

CALIFORNIA MOTOCROSS
Argyll Park, 11 miles south of
Dixon, CA. Gates open 6:30 am, sign-
up 7, prac 7:30, first race 8:30. Info
916/678-3592 or 678-9956.

September 2

DCR CALIFORNIA GRAN PRIX
Perris Raceway, Perris, CA. Hwy 74
between Perris and Elsinore. Turn
north on Ellis Rd. and right on Burton
Rd. to track. Gates open 6:30 am, prac
8-12, racing 8:30. Double Cross Rac-
ing. Info 714/351-9757.

UTAH TT AND OVAL
Hot Springs Raceway, west of Smith
and Edwards, Ogden, UT. Gates open
8 am, sign-up 9, prac 10-10:45, race
starts 11. Ogden Cycle Assoc. Info
801/394-1641.

September 4

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont,
CA. Just off Hwy 17 at Durham Rd.
exit. Use south entrance. Gates open 5
pm, races 7. Info 415/651-2545.

CALIFORNIA SPEEDWAY
Inland Motorcycle Speedway, 898
S. Arrowhead Ave., San Bernardino,
CA. National Orange Show Fairgrounds.
Gates open 6:30 pm, first race 8. Info
818/446-0969 or 714/884-4092

September 5

OREGON MOTOCROSS
West Delta Park, Portland, OR.
West Delta Park exit off I-5. Gate
opens 4:30 pm, prac 5:30, race 7.
Portland Int. Raceway. Info 503/285-
6635.

AMA CALIFORNIA SPEEDWAY
Baylands Raceway Park, Fremont,
CA. Just off Hwy 17 at Durham Rd.
exit. Gates open 6 pm, racing at 8. Info
415/651-2545.

WASHINGTON MOTOCROSS
Bellingham, WA. Hannegan Speed-
way., exit 255 off I-5, one mile east
turn left on Hannegan Rd. 1 1/4 mile.
Sign-up 5 pm, race 6. MBMC. Info
206/734-9505.

CALIFORNIA SPEEDWAY
Ascot's South Bay Stadium, 18240
S. Vermont Ave., Gardena, CA. Gates
open 6:30 pm, first race 8. Info
213/515-5115.

September 6

CALIFORNIA SPEEDWAY
Orange County Fairgrounds, south
end of Newport (55) Frwy., Costa
Mesa, CA. Gates open 6:30 pm, first
race 8. Info 714/492-9933.

ZAP/CMC NIGHT MOTOCROSS
Santa Clara P.A.L. Racetrack, Hwy
237 and Great American Parkway,
Santa Clara, CA. Gates open 6 pm,
prac 6:30, race 7:30. Info 408/224-
4989.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5
miles east on E. Mount Houston Rd.,
off Hwy 59 N. Info 713/458-0090.

CMC CALIFORNIA MOTOCROSS
Ascot Raceway, Gardena, CA. Gates
open 4 pm, sign-up closes 6:30, prac
6-7, first race 7:00. Info 714/261-
6116.

TEXAS MOTOCROSS
From Dallas, TX take Hwy 114 past
D-FW Airport to Hwy 26 and turn left.
Go 3 miles from Ft. Worth. Gates open
5:30, prac 6:30, race 8. Info 817/481-
2804.

TEXAS MOTOCROSS
Mosier Valley MX Track, Euless, TX.
Gate opens 5:30 pm, prac 7, race
8:30. Info 817/540-3813.

TEXAS MOTOCROSS
Ross Down MX Track, Hwy 26, Col-
leyville, TX. From Dallas take Hwy 114
past D-FW Airport to Hwy 26, turn left
4 miles. Gates open 5:30 pm, prac
6:30, races 8. Info 817/481-2804.

CALIFORNIA SHORT TRACK
Airport Raceway, Porterville, CA.
Northwest corner of Airport, on the

corner of Scranton and West Rd. Gates
open 5 pm, prac 6-7, race 7:30. Por-
terville Spinners. Info 209/781-6341.

CALIFORNIA SWAPMEET
Orange County Fairgrounds, Costa
Mesa, CA. South end of Newport 55
Frwy. Gates open 6pm-10 pm. Info
714/495-2542.

COLORADO VINTAGE MOTOCROSS
Steamboat Springs, CO. 1pm-5pm.
Info 303/499-4434.

CALIFORNIA SMOOTH SCRAMBLES
PAL Racetrack, Santa Clara, CA.
Hwy 237 and Great American Parkway.
Gates open 5 pm, wheel pack 5:30-
6:30, prac 7-8. R&D Ent. Info
408/449-7367.

September 7

SMX CALIFORNIA MOTOCROSS
Perris Raceway, Perris, CA. 91
Frwy. east to 15 south toward Elsinore
for 20 miles to Hwy 74 then left for 8
miles to Ellis St. Left to Burton, rt to
track. Gates open 7 am, prac 8, first
race 9. Info 714/831-3482 or
643-1722.

TEXAS SUPERCROSS
Buffalo Park Speedway, Dallas, TX.
2 miles west of I-35 E. on Belt Line Rd.
Gates open 4 pm, prac 6, races 8. Info
817/488-9133.

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA.
Racing starts 3 pm, ends 8 pm. Info
619/727-1171.

CALIFORNIA MOTOCROSS
Cycloland Speedway, 14 miles south
of Chico, CA on US Hwy 99 E. Gates
open 5:30 pm, sign-ups to 7:15, prac
7, race 8. Info 916/342-0063.

CALIFORNIA TT
Airport Raceway, Porterville, CA.
Northwest corner of Airport, on the
corner of Scranton and West Rd. Gate
open 5 pm, prac 6-7, race 7:30. Por-
terville Spinners. Info 209/781-6341.

TEXAS SHORT TRACK AND TT
St. Hwy 114 to FM 730, south 2
miles to FM 2048 to race track. 25
miles NW of Ft. Worth. Prac 6:30 pm,
heat races 7:30. Info 817/284-1766
or 433-5587.

OREGON MOTOCROSS
Mt. View Raceway, 38960 S.E.
Rude Rd., Sandy, OR. Gates open 7
am, prac 8:30, race 10. Info 503/668-
9409.

CRC CALIFORNIA KIDURO
Rand Mt., CA area. 1:30 pm start.
Sign-up noon-1pm. Info 714/689-
6114.

IDAHO MOTOCROSS
Mtn. Home Optimist Park, Mtn.
Home, ID. Once in town, follow signs.
Gates open 3 pm, prac 5-6:30 pm,
race at 7. Optimist Club. Info
208/587-5106.

September 6-8

CALIFORNIA ATV RODEO
Willow Springs International Race-
way, Rosamond, CA. Info 805/965-
9722.

September 7-8

MRA COLORADO ROAD RACE
Steamboat Springs, CO. 150 miles
west of Denver on Hwy 40. Sign-up 7
am, prac until 11:15, race at 12:30
pm. Info 303/499-4434.

CMC CALIFORNIA TRANS-CAL SERIES
Quail Canyon, CA. I-5 to Hungry
Valley Rd. turn-off. 1st race of 7 race
series. Info 714/261-6116.

CALIFORNIA ENDURANCE RACE
Willow Springs Raceway, Rosamond,
CA. Info 803/784-3105, 9am-5pm
only (eastern time).

NEVADA ROAD RACING
Las Vegas International Speedrome,
2 miles past entrance of Nellis Air
Force Base on Las Vegas Blvd. North.
Sat. prac 9-2 pm. Gate sopen Sun.
7:30 am, races start 11 am. Southern
Nevada Road Racers. Info 702/384-
5029.

September 8

CMC CALIFORNIA MOTOCROSS
Quail Canyon, CA. I-5 to Hungry
Valley Rd. turn-off. Gates open 7 am,
prac 8, race 9:30. Info 714/261-6116.

CALIFORNIA HARE AND HOUND
Charles Place (Trona Rd.) Lined
from 395. Dusters M/C. Info
213/835-9457.

CMC CALIFORNIA MOTOCROSS
Sand Hill Ranch, Brentwood, CA.
From Hwy 580 takes Vasco Rd. north



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7th ANNUAL TRI RACE SERIES

\$9500

RACING PRODUCTS TO BE GIVEN OUT AT ALL EVENTS!

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(714) 983-5988



Rincon Kawasaki
263 South E Street
San Bernardino, CA
(714) 884-6481



SEPT. 1
POMONA VALLEY KAWASAKI
***\$1500** PRO PURSE
****\$1000** GIFT CERTIFICATES
TO THE SPORTSMAN



SEPT. 8
RINCON KAWASAKI
***\$1500** PRO PURSE
****\$1000** GIFT CERTIFICATES
TO THE SPORTSMAN

3 FT. "SUPER TROPHIES" TO TOP SERIES WINNERS!
* **IRC PRO CONTINGENCY (MUST HAVE IRC TIRE) ***
1 TIRE \$50 \$30 \$20 2 TIRES \$100 \$60 \$40

	MAIL	POST
SPORTSMAN	\$13.00	\$15.00
PRO	\$25.00	\$30.00

CRC • 24518 Island Avenue • Carson, CA 90745 • (213) 830-7519

California Racing Club Presents

GULLYWHOMPER ENDURO '85

a REAL FAMILY ENDURO

Sept. 8, 1985 • Rand • 7 a.m. Start
2 Loops • 20% Trophies

Poker Fun Run
Sign-up: 1:30-3:00 p.m.
Start: 5:00 p.m.
Cost: \$5.00
3 Ft. Trophy to Best Hand
Plus Prizes, Prizes, Prizes

Sat., Sept. 7
1:30 Kiduro
5:00 Poker Fun Run
7:00 Free Hot Dogs
Beer & Coke
Prize Give Away (only poker run entrants eligible)
Fantastic Prizes to Top Winners in all Classes
INFO: (714) 689-6114 (days)

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STEAMBOAT MOUNTAIN ROADRACE

VINTAGE MOTORCYCLE RACES AND CONCOURS

Through the streets of Steamboat Springs, Colorado

September 7th and 8th, 1985	Sept. 6: 1:00-5:00 Vintage Motocross
	Sept. 7: 8:00-5:00 Vintage Roadraces
	10:00-5:00 Concours
	6:00 Awards Banquet
Grand Marshall: Dick Mann	Sept. 8: 8:00-5:00 MRA Points Roadrace
	6:00 Awards Banquet

Race Information: (303) 499-4434
Lodging Reservations: (303) 879-0740

B to V '85

1200 Rider Limit

ATTN: Dist. 37 Riders:
300 entries remaining.

Postmark will determine acceptance

(213) 438-4435

Schedule

Sat. Aug. 31	Perris
Sun. Sep. 1	DeAnza
Sat. Sep. 7	Perris
Sun. Sep. 8	Perris

INFO (714) 831-3482

ARA FAMILY STYLE DESERT RACING

BEGINNER & NOVICE OR BETTER

ATV 20 MI. 8:00 AM CYCLE 60 MI. 10:00 AM
CYCLE 40 MI. 9:00 AM ATV 40 MI. 11:00 AM

"EASY 20 MILE COURSE"

100% Finisher Pins & Super Trophies to 30% of 125, 200, 250 & Open, Plus Youth, Jr, Vet, Sr. Sup. Sr. & P.P.
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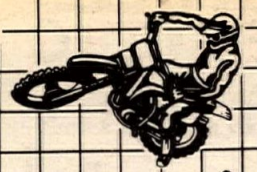
\$25.00 Mail - \$30.00 Post - ATV Non-Member Add \$5.00
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Further Info, Call: (714) 658-5941

RACE SCHEDULE

ATV Classes At All Events

Sept. 1 - MOTOCROSS Perris Raceway (I.R.C. Tri-Race Series)	Sept. 15 - MOTOCROSS Perris Raceway
Sept. 8 - MOTOCROSS Sunrise Cycle Park (I.R.C. Tri-Race Series)	Sept. 15 - MOTOCROSS Spillway Park (CRC Sanction)

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IMS
INLAND MOTORCYCLE SPEEDWAY
★ Wednesdays ★
Orange Show grounds San Bernardino
(818) 446-0969

17 miles to corner of Camino Diablo and Vasco Rds., turn right to track. Gates open 6 pm, prac 7, race 7:30. Info 415/634-3328 or 634-6596.

BRA SOUTH DAKOTA MOTOCROSS
Spearfish Raceway, Spearfish, SD. I-90 to Belle Fourche exit 10, north 1 mile to track. Gates open 9 am, prac 10, race 11. Info 605/923-1040.

CALIFORNIA SWAP MEET
Antioch Fairgrounds, Antioch, CA. Gates open 8 am to sellers, 11 am general admission. Closes 4:30 pm. MMA. Info 916/442-4727.

TEXAS MOTOCROSS
Weatherford, TX. Races start 9:30 am. Info 817/265-9596.

WASHINGTON MOTOCROSS
Washougal National Track, Washougal, WA. 27 miles N.E. of Portland, OR. Take WA Hwy 14 east to Hwy 140. Go left 6 3/4 miles, left on Hughes, 1 mile to Borin, right, go 1 1/2 miles to track. Gates open 7 am, prac 8:30, racing 10. Info 206/892-5441.

CALIFORNIA ARRA CANCELLED RACES
Laguna S. CANCELLED Monterey, CA. Info 8. 808-5700.

CRC CALIFORNIA MOTOCROSS
Sunrise Valley Cycle Park, Adalanto, CA. Hwy 395, 2 miles north of town. 3rd race of Tri-Race Series. Info 213/830-7519.

COLORADO MOTOCROSS
Trinidad, CO. I-25 to exit 138 in Trinidad, east on Hwy 350, 2 miles to track. SRAC. Info 303/458-1352.

CRC CALIFORNIA FAMILY ENDURO
Randsburg, CA. 7 am start. Info 714/689-6114.

ALASKA MOTOCROSS
Kincaid Park, Anchorage, AK. End of W. Dimond Blvd. off Jodhpur Rd. Gates open 8 am, prac 10, race 11. Info 907/344-8229.

DCR CALIFORNIA GP
Carlsbad Raceway, Carlsbad, CA. Hwy 5 to Palomar Airport Rd., inland to raceway. Gates open 7 am, prac 8, race 8:30. Double Cross Racing. Info 714/371-6333.

CMC CALIFORNIA MOTOCROSS
Eel River MX, Eureka, CA. Gates open 7 am, prac 8, first race 9. Info 707/733-5569.

CMC CALIFORNIA MOTOCROSS
Riverfront Park, Marysville, CA. Park entrance on 1st street, between "E" and "F" downtown Marysville. Prac 7:30 am, race 9:30. Info 916/695-2727.

AMA/D-36 NEVADA MOTOCROSS
Stead, NV. From Reno, take 395 north to Lemon Valley Dr. Turn right approx. 8 miles, follow signs. Gates open 6 am, prac 8, race 9. OTHG. Info 702/358-4388.

AMA/D-38 CALIFORNIA DESERT RACE
Plaster City West, CA. 8 am start. Info 619/427-5759.

September 10

CALIFORNIA SPEEDWAY
Ventura Raceway at Ventura County Fairgrounds. Off Hwy 101 at Seaward exit. Sign-in starts 5 pm, gates open 6, prac 6:15, race 6:30. Info 805/656-1122.

September 11

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. Use south entrance. Gates open 5 pm, races 7. Info 415/651-2545.

CALIFORNIA SPEEDWAY
Inland Motorcycle Speedway, 898 S. Arrowhead Ave., San Bernardino, CA. National Orange Show Fairgrounds. Gates open 6:30 pm, first race 8. Info 818/446-0969 or 714/884-4092

September 12

OREGON MOTOCROSS
West Delta Park, Portland, OR. West Delta Park exit off I-5. Gate opens 4:30 pm, prac 5:30, race 7. Portland Int. Raceway. Info 503/285-6635.

AMA CALIFORNIA SPEEDWAY
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. Gates open 6 pm, racing at 8. Info 415/651-2545.

WASHINGTON MOTOCROSS
Bellingham, WA. Hannegan Speedway, exit 255 off I-5, one mile east turn left on Hannegan Rd. 1 1/4 mile. Sign-up 5 pm, race 6. MBMC. Info 206/734-9505.

CALIFORNIA SPEEDWAY
Ascot's South Bay Stadium, 18240 S. Vermont Ave., Gardena, CA. Gates open 6:30 pm, first race 8. Info 213/515-5115.

September 13

CALIFORNIA SPEEDWAY
Orange County Fairgrounds, south end of Newport (55) Frwy., Costa Mesa, CA. Gates open 6:30 pm, first race 8. Info 714/492-9933.

ZAP/CMC NIGHT MOTOCROSS
Santa Clara P.A.L. Racetrack, Hwy 237 and Great American Parkway, Santa Clara, CA. Gates open 6 pm, prac 6:30, race 7:30. Info 408/224-4989.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 miles east on E. Mount Houston Rd., off Hwy 59 N. Info 713/458-0090.

CMC CALIFORNIA MOTOCROSS
Ascot Raceway, Gardena, CA. Gates open 4 pm, sign-up closes 6:30, prac 6-7, first race 7:00. Info 714/261-6116.

TEXAS MOTOCROSS
From Dallas, TX take Hwy 114 past D-FW Airport to Hwy 26 and turn left. Go 3 miles from Ft. Worth. Gates open 5:30, prac 6:30, race 8. Info 817/481-2804.

TEXAS MOTOCROSS
Mosier Valley MX Track, Euless, TX. Gate opens 5:30 pm, prac 7, race 8:30. Info 817/540-3813.

TEXAS MOTOCROSS
Ross Down MX Track, Hwy 26, Colleyville, TX. From Dallas take Hwy 114 past D-FW Airport to Hwy 26, turn left 4 miles. Gates open 5:30 pm, prac 6:30, races 8. Info 817/481-2804.

NEBRASKA SHORT TRACK
Kam Raceway, Hastings, NB. Starting time 7:30 pm, gates open 5:30. Info 402/462-4436.

CALIFORNIA SMOOTH SCRAMBLES
PAL Racetrack, Santa Clara, CA. Hwy 237 and Great America Parkway. Gates open 5 pm, wheel pack 5:30-6:30, prac 7, race 8. R&D Ent. Info 408/449-7367.

September 14

SMX CALIFORNIA MOTOCROSS
Perris Raceway, Perris, CA. 91 Frwy. east to 15 south toward Elsinore for 20 miles to Hwy 74 then left for 8 miles to Ellis St. Left to Burton, rt to track. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

TEXAS SUPERCROSS
Buffalo Park Speedway, Dallas, TX. 2 miles west of I-35 E. on Belt Line Rd. Gates open 4 pm, prac 6, races 8. Info 817/488-9133.

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, ends 8 pm. Info 619/727-1171.

CALIFORNIA MOTOCROSS
Cycletand Speedway, 14 miles south of Chico, CA on US Hwy 99 E. Gates open 5:30 pm, sign-ups to 7:15, prac 7, race 8. Info 916/342-0063.

WASHINGTON MOTOCROSS
Thurston Co. ORV Park, 15 miles west of Olympia, WA. Gates open 7 am, prac 9, race 10. Info 206/475-8695 or 565-1659.

TEXAS SHORT TRACK AND TT
St. Hwy 114 to FM 730, south 2 miles to FM 2048 to race track. 25 miles NW of Ft. Worth. Prac 6:30 pm, heat races 7:30. Info 817/284-1766 or 433-5587.

WASHINGTON MOTOCROSS
Washougal National MX Track, Washougal, WA. 27 miles NE of Portland, OR. Take WA Hwy 14 east to Hwy 140 left, go 6 3/4 miles, left on Hughes, 1 mile to Borin, right 1 1/2 miles to track. Gates open 7 am, prac 8:30, race 10. Info 206/892-5441.

September 14-15

CALIFORNIA TRANS-CAL SERIES
Huron Cycle Park, Huron, CA. 2nd race of 7 race series. Info 714/261-6116.

ARIZONA ROAD RACE
Phoenix, AZ. Firebird Raceway. PRRA. Info 602/993-5384.

September 15

CMC CALIFORNIA MOTOCROSS
Quail Canyon, CA. I-5 to Hungry Valley Rd, turn-off. Gates open 7 am, prac 8, race 9:30. Info 714/261-6116.

OREGON MOTOCROSS
Mt. View Raceway, 38960 S.E. Rude Rd., Sandy, OR. Gates open 7 am, prac 8:30, race 10. Info 503/668-9409.

CRC CALIFORNIA GP
Perris Raceway, Perris, CA. Hwy 74, 3 miles west of Perris, north on Ellis Rd. Info 213/830-7519.

CRC CALIFORNIA MOTOCROSS
Spillway Park, Santa Maria, CA. 101 north to Santa Maria off on Broadway, 1st left to park. Info 805/489-1114.

CMC CALIFORNIA MOTOCROSS
Redding, CA. East of I-5 off Rancho Rd. and Airport Rd. End of Old Oregon Trail at Redding Airport. Gates open 6:30 am, prac 8, race 9. Info 916/243-6019.

BRA SOUTH DAKOTA MOTOCROSS
Custer Motocross Track, Custer, SD. Gates open 9 am, prac 10, race 11. Info 605/923-1040.

CALIFORNIA FAMILY ENDURO
Cactus Flats, Big Bear, CA. Hwy 18 near Baldwin Lake. 8 am key time. Checkpoint M/C. Info 714/643-9108.

OREGON SWAPMEET
Expo Center, Marine Drive, Portland, OR. 10 am-6 pm. Info 503/257-8807.

ALASKA MOTOCROSS
Kincaid Park, Anchorage, AK. West end of Dimond Blvd. off Jodhpur Rd. Gates open 8 am, prac 10, race 11. Alaska M/C Racing Assn. Info 907/344-8229.

September 17

CALIFORNIA SPEEDWAY
Ventura Raceway at Ventura County Fairgrounds. Off Hwy 101 at Seaward exit. Sign-in starts 5 pm, gates open 6, prac 6:15, race 6:30. Info 805/656-1122.

September 18

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. Use south entrance. Gates open 5 pm, races 7. Info 415/651-2545.

CALIFORNIA SPEEDWAY
Inland Motorcycle Speedway, 898 S. Arrowhead Ave., San Bernardino, CA. National Orange Show Fairgrounds. Gates open 6:30 pm, first race 8. Info 818/446-0969 or 714/884-4092

September 19

OREGON MOTOCROSS
West Delta Park, Portland, OR. West Delta Park exit off I-5. Gate opens 4:30 pm, prac 5:30, race 7. Portland Int. Raceway. Info 503/285-6635.

AMA CALIFORNIA SPEEDWAY
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. Gates open 6 pm, racing at 8. Info 415/651-2545.

WASHINGTON MOTOCROSS
Bellingham, WA. Hannegan Speedway, exit 255 off I-5, one mile east turn left on Hannegan Rd. 1 1/4 mile. Sign-up 5 pm, race 6. MBMC. Info 206/734-9505.

CALIFORNIA SPEEDWAY
Ascot's South Bay Stadium, 18240 S. Vermont Ave., Gardena, CA. Gates open 6:30 pm, first race 8. Info 213/515-5115.

September 20

CALIFORNIA SPEEDWAY
Orange County Fairgrounds, south end of Newport (55) Frwy., Costa Mesa, CA. Gates open 6:30 pm, first race 8. Info 714/492-9933.

CALIFORNIA SMOOTH SCRAMBLES
PAL Racetrack, Santa Clara, CA. Hwy 237 and Great America Parkway. Gates open 5 pm, wheel pack 5:30-6:30, prac 7, race 8. R&D Ent. Info 408/449-7367.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 miles east on E. Mount Houston Rd., off Hwy 59 N. Info 713/458-0090.

CMC CALIFORNIA MOTOCROSS
Ascot Raceway, Gardena, CA. Gates open 4 pm, sign-up closes 6:30, prac 6-7, first race 7:00. Info 714/261-6116.

TEXAS MOTOCROSS
From Dallas, TX take Hwy 114 past D-FW Airport to Hwy 26 and turn left. Go 3 miles from Ft. Worth. Gates open 5:30, prac 6:30, race 8. Info 817/481-2804.

TEXAS MOTOCROSS
Mosier Valley MX Track, Euless, TX.
Gate opens 5:30 pm, race 7, race
8:30. Info 817/540-3813.

TEXAS MOTOCROSS
Ross Down MX Track, Hwy 26, Col-
leyville, TX. From Dallas take Hwy 114
past D-FW Airport to Hwy 26, turn left
4 miles. Gates open 5:30 pm, race
6:30, race 8. Info 817/481-2804.

NEBRASKA SHORT TRACK
Kam Raceway, Hastings, NB. Start-
ing time 7:30 pm, gates open 5:30.
Info 402/462-4436.

September 21

SMX CALIFORNIA MOTOCROSS
Perris Raceway, Perris, CA. 91
Fwy, east to 15 south toward Elsinore
for 20 miles to Hwy 74 then left for 8
miles to Ellis St. Left to Burton, rt to
track. Gates open 7 am, race 8, first
race 9. Info 714/831-3482 or
643-1722.

TEXAS SUPERCROSS
Buffalo Park Speedway, Dallas, TX.
2 miles west of I-35 E. on Belt Line Rd.
Gates open 4 pm, race 6, race 8. Info
817/488-9133.

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA.
Racing starts 3 pm, ends 8 pm. Info
619/727-1171.

CALIFORNIA MOTOCROSS
Cycletand Speedway, 14 miles south
of Chico, CA on US Hwy 99 E. Gates
open 5:30 pm, sign-ups to 7:15, race
7, race 8. Info 916/342-0063.

WASHINGTON MOTOCROSS
Washougal National MX Track,
Washougal, WA. 27 miles NE of Port-
land, OR. Take WA Hwy 14 east to
Hwy 140, go left 6 1/2 miles. Left on
Hughes, 1 miles to Borin, right 1 1/2
miles to track. Gates open 7 am, race
8:30, race 10. Info 206/892-5441.

TEXAS SHORT TRACK AND TT
St. Hwy 114 to FM 730, south 2
miles to FM 2048 to track. 25 miles
NW of Ft. Worth. Race 6:30 pm, races
7:30. Info 817/284-1766 or 433-
5587.

September 20-22

CALIFORNIA BAJA EXPEDITION
Leaves from Ensenada. Ride south
to Mikes Sky Ranch and San Quintin
and back to Ensenada. For more info
write or call Adventure Treks, Inc.
26445 Sandy Ck., El Toro, CA 92630.
714/859-1207.

September 22

CMC CALIFORNIA MOTOCROSS
Quail Canyon, CA. I-5 to Hungry
Valley Rd. turn-off. Gates open 7 am,
race 8, race 9:30. Info 714/261-6116.

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA.
I-5 to Palomar Airport Rd., east 3 mi.
to raceway. Gate 7 am, sign up 7:30-
8:30, race 8-9, race 9. Info 714/261-
6116.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5
mi. east on E. Mount Houston Rd., off
Hwy 59 N. Info 713/458-0090.

CMC SUNRISE MX
Sunrise Valley Cycle Park, Ade-
lanto, CA. 2 mi. north of town on Hwy
395. Gate 7:30 am, race 9:30. Info
619/245-7339.

TEXAS BURLESON MX
South of Fort Worth, TX. I-35 S from
Fort Worth to Hardgrove Lane, east 2
mi. and turn right past bridge. Gate 7
am, Nov. race 8-8:30, Minis 8:30-
8:45, 1st race 9. Int/Ex race 1 pm,
race 1:30. Info 817/295-8908,
295-1760.

TEXAS LAKE WHITNEY MX
Lake Whitney Cycle Ranch, Whit-
ney, TX. On FM 2960 off Hwy 22, west
of Whitney. Nov 9 am, Int/Ex 1:30
pm. Info 713/482-7593, 817/694-
2901.

TEXAS MOTOCROSS
Swan Motocross Raceway, Tyler,
TX. Exit 69 S. from I-20 2 miles to CR
471, right 2 miles and turn left. Follow
signs. Gates open all night. Race 9 am,
race 10:30. Info 214/822-4215.

**AMA/D-37 CALIFORNIA HARE AND
HOUND**
Searles Station Area off Hwy 395
at Searles Station Rd. North of Johan-
nesburg, south of Ridgecrest. Lined
and arrows from Trona Rd. and Rands-
burg Rd. 9 am timed start. Riders every
30 seconds. Shamrock M/C. Info
818/366-07151.

TEXAS MOTOCROSS
Oak Hill Motocross Track, Alvord,
TX. 9:30 am. Info 817/265-9596.

CALIFORNIA POKER RUN
Touring Wings, San Gabriel, CA.
Info 818/963-0708.

OREGON MOTOCROSS
Mt. View Raceway, Sandy, OR.
38960 S.E. Rude Rd. Gates open 7
am, race 8:30, race 10. Info 503/668-
9409.

CRC CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnyvale,
CA. 10 miles east of Riverside on Hwy
60, take Theodore exit. Gates open 7
am, race 8:30, race 9. Info 213/830-7519.

CALIFORNIA SIERRA SERIES
Eel River MX Track, Eureka, CA. 1st
race of 3 race series. Gates open 7
am, race 8, first race 9. Info
707/733-5569.

CMC CALIFORNIA MOTOCROSS
Laguna Seca Raceway, Hwy 68
between Monterey and Salinas, CA.
Prac 8:30 am, race 9:30. Info
408/394-8225.

BRA SOUTH DAKOTA MOTOCROSS
Sturgis exit #30, Sturgis, SD. I-90
to Sturgis exit #30, turn left on side of
Interstate. Gates open 9 am, race 10,
race 11. Info 605/923-1040.

CMC CALIFORNIA MOTOCROSS
Marysville, CA. Under the "E" street
bridge. Go over levee on Shad Rd., one
block W. of Honda of Marysville. Prac
7:30 am, race 9:30. Info 916/695-
2727.

CALIFORNIA OBERVED TRIALS
San Gabriel Canyon OHV Park, 210
Fwy to Azusa Ave., north to OHV
entrance. Sign-up 8 am, start 9:30.
Plunkers/ATA. Info 213/947-5752
or 927-4711.

ALASKA MOTOCROSS
Kincaid Park, Anchorage, AK. West
end of Dimond Blvd. off of Jodhpur Rd.
Gates open 8 am, race 10, race 11.
Alaska Motorcycle Racing Assn. Info
907/344-8229.

September 24

CALIFORNIA SPEEDWAY
Ventura Raceway at Ventura County
Fairgrounds. Off Hwy 101 at Seaward
exit. Sign-in starts 5 pm, gates open 6
pm, race 6:15, race 6:30. Info 805/656-
1122.

September 25

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont,
CA. Just off Hwy 17 at Durham Rd.
exit. Use south entrance. Gates open 5
pm, races 7. Info 415/651-2545.

CALIFORNIA SPEEDWAY
Inland Motorcycle Speedway, 898
S. Arrowhead Ave., San Bernardino,
CA. National Orange Show Fairgrounds.
Gates open 6:30 pm, first race 8. Info
818/446-0969 or 714/884-4092

September 26

OREGON MOTOCROSS
West Delta Park, Portland, OR.
West Delta Park exit off I-5. Gate
opens 4:30 pm, race 5:30, race 7.
Portland Int. Raceway. Info 503/285-
6635.

AMA CALIFORNIA SPEEDWAY
Baylands Raceway Park, Fremont,
CA. Just off Hwy 17 at Durham Rd.
exit. Gates open 6 pm, racing at 8. Info
415/651-2545.

WASHINGTON MOTOCROSS
Bellingham, WA. Hannegan Speed-
way, exit 255 off I-5, one mile east
turn left on Hannegan Rd. 1 1/2 mile.
Sign-up 5 pm, race 6. MBMC. Info
206/734-9505.

CALIFORNIA SPEEDWAY
Ascot's South Bay Stadium, 18240
S. Vermont Ave., Gardena, CA. Gates
open 6:30 pm, first race 8. Info
213/515-5115.

September 27

CALIFORNIA SPEEDWAY
Orange County Fairgrounds, south
end of Newport (55) Fwy., Costa
Mesa, CA. Gates open 6:30 pm, first
race 8. Info 714/492-9933.

CALIFORNIA SMOOTH SCRAMBLES
PAL Racetrack, Santa Clara, CA.
Hwy 237 and Great America Parkway.
Gates open 5 pm, wheel pack 5:30-
6:30, race 7, race 8. R&D Ent. Info
408/449-7367.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5
miles east on E. Mount Houston Rd.,
off Hwy 59 N. Info 713/458-0090.

CMC CALIFORNIA MOTOCROSS
Ascot Raceway, Gardena, CA. Gates
open 4 pm, sign-up closes 6:30, race

6-7, first race 7:00. Info 714/261-
6116.

TEXAS MOTOCROSS
From Dallas, TX take Hwy 114 past
D-FW Airport to Hwy 26 and turn left.
Go 3 miles from Ft. Worth. Gates open
5:30, race 6:30, race 8. Info 817/481-
2804.

TEXAS MOTOCROSS
Mosier Valley MX Track, Euless, TX.
Gate opens 5:30 pm, race 7, race
8:30. Info 817/540-3813.

TEXAS MOTOCROSS
Ross Down MX Track, Hwy 26, Col-
leyville, TX. From Dallas take Hwy 114
past D-FW Airport to Hwy 26, turn left
4 miles. Gates open 5:30 pm, race
6:30, race 8. Info 817/481-2804.

NEBRASKA SHORT TRACK
Kam Raceway, Hastings, NB. Start-
ing time 7:30 pm, gates open 5:30.
Info 402/462-4436.

CALIFORNIA TT
Airport Raceway, northwest corner
of airport, corner of Scranton and
West Rd. Gates open 5 pm, race 6-7,
race 7:30. Porterville Spinners. Info
209/781-6341.

September 28

SMX CALIFORNIA MOTOCROSS
Perris Raceway, Perris, CA. 91
Fwy, east to 15 south toward Elsinore
for 20 miles to Hwy 74 then left for 8
miles to Ellis St. Left to Burton, rt to
track. Gates open 7 am, race 8, first
race 9. Info 714/831-3482 or
643-1722.

TEXAS SUPERCROSS
Buffalo Park Speedway, Dallas, TX.
2 miles west of I-35 E. on Belt Line Rd.
Gates open 4 pm, race 6, race 8. Info
817/488-9133.

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA.
Racing starts 3 pm, ends 8 pm. Info
619/727-1171.

CALIFORNIA MOTOCROSS
Cycletand Speedway, 14 miles south
of Chico, CA on US Hwy 99 E. Gates
open 5:30 pm, sign-ups to 7:15, race
7, race 8. Info 916/342-0063.

TEXAS SHORT TRACK AND TT
St. Hwy 114 to FM 730, south 2
miles to FM 2048 then to track. 25
miles NW of Ft. Worth. Race 6:30 pm,
race 7:30. Info 817/284-1766 or
433-5587.

WASHINGTON MOTOCROSS
Thurston County ORV Park, 15 miles
west of Olympia, WA. Gates open 7
am, race 9, racing 10. Info 206/475-
8695 or 565-1659.

September 28-29

CALIFORNIA TRANS-CAL SERIES
Sandhill Ranch, Brentwood, CA. 3rd
race of 7 race series. Info 714/261-
6116.

AMA/D-37 DESERT CLEAN-UP
Lucerne Valley at Anderson Dry Lake
lined from Y Cafe. Clean up Sat. 8pm-
4pm, race Sun. 9am-2pm. Info
619/724-9258.

September 29

CMC CALIFORNIA MOTOCROSS
Quail Canyon, CA. I-5 to Hungry
Valley Rd. turn-off. Gates open 7 am,
race 8, race 9:30. Info 714/261-6116.

SMX CALIFORNIA MOTOCROSS
Perris Raceway, Perris, CA. 91 Fwy
east to 15 south toward Elsinore for
20 miles to Hwy 74 then left for 8
miles to Ellis St. Left to Burton, rt to
track. Gate opens 7 am, race 8, first
race 9. Info 714/831-3482 or
643-1722.

ARIZONA CANYON MX
Canyon Raceway, 1 1/2 mi. west of
99th Ave & Carefree Hwy., Phoenix,
AZ. Info 602/934-5027 or 583-0575
(Tom).

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi.
south of town to San Jacinto River.
Prac 8 am, race 10. Int/Ex race 1 pm.
Info 712/756-4114 or 273-2336.

TEXAS MOSIER MX
Mosier Valley MX Park. From I-30
take 157 north to Mosier Valley Rd.,
west to Jimison Lane. Midway between
Dallas and Ft. Worth, TX. Gate opens 7
am, race 8, race 9. Int and Exp. race 1
pm, race 1:30. Info 817/540-3813.

TEXAS MOTOCROSS
Lakeside Motorsport Raceway, Bas-
trop, TX. 95 north from Bastrop for 4
miles, then East on FM 1441 for 2 1/2
miles. Track on right side of Hwy. Sign-
up 9:30 am, race 10:30, race 11. Info
512/327-5259.

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Schedule:

6:00 a.m. — Gates Open
7:00 a.m. — Sign Up
8:00 a.m. — Practice
9:00 a.m. — Race

INFO: (702) 564-2677

AMA District 37 Calendar

Southern California

For Competition Cards
& Schedule Call:

Lori Anderson (619) 245-2536

Aug. 31/ Sept. 1	Dirt Diggers M.C. Hopetown GP at Sunrise Cycle Park. (213) 644-0526	GP
Sept. 8	Dusters M.C. Sissy Run Charles Place line from 395/Trona Rd. (213) 835-9457	HS
Sept. 15	Checkpoint M.C. Big Bear Ass Family Enduro: (213) 438-4435/(714) 643-9108 Checkpoint M.C. enter early limited Bad Mountain Enduro Nov. 17: (213) 438-4435/(714) 898-5783 p.m.	Enduro
Sept. 22	Shamrocks Live from the El Paso line 395/Trona Rd. (818) 890-3401	H&H
Sept. 23	Prospectors M.C. 1st Annual Barstow GP, Entries Open (714) 633-8679	GP
Sept. 29	Dirt Diggers	MX
Sept. 28/29	Desert Clean-Up & Play Day Lots of Free — Lucerne Valley Anderson Dry Lake Rd. (Camp Rock Rd.)	

District 37 ROAD RIDING

Office (818) 249-2141

Sept. 15	Cycle World Club Challenge: (714) 971-7381	
Sept. 22	Touring Wings Poker Run, Dual Purpose: (818) 963-0708	
Oct. 6	Shamrock Road Riders (818) 489-1104	Poker Run

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MARK HYNES

Steamboat Enduro
Steamboat Springs, CO — August 4

1st Open A KTM 250MXC DREIGAN WEIDER	2nd Open A KTM 250MXC JOHN BLYTHE	3rd Open A KTM 250MXC MARK MAUZ	4th Open A KTM 250MXC RICK MILONAS
--	---	---	--

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Info 805/966-5700.

CALIFORNIA WOMEN'S MX NAT'L'S
Sunrise Cycle Park, Adelanto, CA.
On Hwy 359, 7 miles west of Victorville.
Gates open 6 am, prac 8, race 9.
Info 818/798-6118.

CALIFORNIA POKER RUN
Sign-in at Vista M/C Tire and Wheel.
115-G, Santa Fe Ave., Vista, CA.
Sign-in 8-10am. AMA/D-37. Info 619/724-9258.

OREGON ROAD RACE
Oregon M/C Road Racing Assoc.
Info 503/649-0180.

WASHINGTON MOTOCROSS
Washougal Nat'l Track, Washougal, WA.
27 miles NE of Portland, OR. Take WA Hwy 14 east to Hwy 140 and go left 6 3/4 miles to Hughes. Go left 1 mile to Borin and go right 1 1/2 miles to track.
Gates open 7 am, prac 8:30, race 10. AMA. Info 206/892-5441.

BRA CHAMPIONSHIP MOTOCROSS
Location to be announced. Gates open 9 am, prac 10, race 11. Info 602/923-1040.

CRC CALIFORNIA MOTOCROSS
Los Angeles County Fairgrounds, Palmdale, CA. Gates and sign-in 7 am, prac 8, race 9:30. Info 313/830-7519.

CALIFORNIA MOTOCROSS
Sand Hill Ranch, Brentwood, CA. From Hwy 580 take Vasco Rd. north 17 miles to corner of Camino Diablo9 and Vasco Rds.; turn right. Info 415/634-3328 or 634-9596.

CMC CALIFORNIA MOTOCROSS
Redding, CA. East of I-5 off Rancho Rd. and Airport Rd. End of Old Oregon Trail at Redding Airport. Gates open 6:30 am, prac 8, race 9. Info 916/243-6019.

October 1

CALIFORNIA SPEEDWAY
Ventura Raceway at Ventura County Fairgrounds. Off Hwy 101 at Seaward exit. Sign-in starts 5 pm, gates open 6, prac 6:15, race 6:30. Info 805/656-1122.

October 2

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. Use south entrance. Gates open 5 pm, races 7. Info 415/651-2545.

CALIFORNIA SPEEDWAY
Inland Motorcycle Speedway, 898 S. Arrowhead Ave., San Bernardino, CA. National Orange Show Fairgrounds. Gates open 6:30 pm, first race 8. Info 818/446-0969 or 714/884-4092

October 3

OREGON MOTOCROSS
West Delta Park, Portland, OR. West Delta Park exit off I-5. Gate opens 4:30 pm, prac 5:30, race 7. Portland Int. Raceway. Info 503/285-6635.

AMA CALIFORNIA SPEEDWAY
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. Gates open 6 pm, racing at 8. Info 415/651-2545.

WASHINGTON MOTOCROSS
Bellingham, WA. Hannegan Speedway, exit 255 off I-5, one mile east turn left on Hannegan Rd. 1 1/4 mile. Sign-up 5 pm, race 6. MBMC. Info 206/734-9505.

CALIFORNIA SPEEDWAY
Ascot's South Bay Stadium, 18240 S. Vermont Ave., Gardena, CA. Gates open 6:30 pm, first race 8. Info 213/515-5115.

October 4

CALIFORNIA SPEEDWAY
Orange County Fairgrounds, south end of Newport (55) Frwy., Costa Mesa, CA. Gates open 6:30 pm, first race 8. Info 714/492-9933.

ZAP/CMC NIGHT MOTOCROSS
Santa Clara P.A.L. Racetrack, Hwy 237 and Great American Parkway, Santa Clara, CA. Gates open 6 pm,

prac 6:30, race 7:30. Info 408/224-4989.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 miles east on E. Mount Houston Rd., off Hwy 59 N. Info 713/458-0090.

CMC CALIFORNIA MOTOCROSS
Ascot Raceway, Gardena, CA. Gates open 4 pm, sign-up closes 6:30, prac 6-7, first race 7:00. Info 714/261-6116.

TEXAS MOTOCROSS
From Dallas, TX take Hwy 114 past D-FW Airport to Hwy 26 and turn left. Go 3 miles from Ft. Worth. Gates open 5:30, prac 6:30, race 8. Info 817/481-2804.

TEXAS MOTOCROSS
Mosier Valley MX Track, Euless, TX. Gate opens 5:30 pm, prac 7, race 8:30. Info 817/540-3813.

TEXAS MOTOCROSS
Ross Down MX Track, Hwy 26, Colleyville, TX. From Dallas take Hwy 114 past D-FW Airport to Hwy 26, turn left 4 miles. Gates open 5:30 pm, prac 6:30, races 8. Info 817/481-2804.

NEBRASKA SHORT TRACK
Kam Raceway, Hastings, NB. Starting time 7:30 pm, gates open 5:30. Info 402/462-4436.

October 5

SMX CALIFORNIA MOTOCROSS
Perris Raceway, Perris, CA. 91 Frwy. east to 15 south toward Elsinore for 20 miles to Hwy 74 then left for 8 miles to Ellis St. Left to Burton, rt to track. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

TEXAS SUPERCROSS
Buffalo Park Speedway, Dallas, TX. 2 miles west of I-35 E. on Belt Line Rd. Gates open 4 pm, prac 6, races 8. Info 817/488-9133.

CALIFORNIA MOTOCROSS
Cycleland Speedway, 14 miles south of Chico, CA on US Hwy 99 E. Gates open 5:30 pm, sign-ups to 7:15, prac 7, race 8. Info 916/342-0063.

CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801. Calendar listings cannot be accepted over the phone; we must have a completed Calendar listing form. You may include an event flyer in addition to a Calendar listing form, but we accept no responsibility for errors unless a Calendar listing form is completed and submitted. Listings must arrive in our office by noon Thursday, for inclusion in the following week's Cycle News.

Type of event: _____

Event date: _____

Event sanction/promoter/sponsoring club: _____

Location of event: _____

What time do gates open? _____

What time does practice start? _____

What time does racing start? _____

Phone number (with area code) for more information: _____

Your name: _____

RESULTS

Ross Downs MX Colleyville, TX July 26, 1985

MICRO MINI	
Shaun Lay	Kaw
Casey Pinkston	Kaw
Jeb Stuart	Hon
MINI BEG	
Chad Anthony	Kaw
Keith Durst	Kaw
Cory Witt	Kaw
MINI SR	
Tim Hodes	Kaw
Chad Walters	Kaw
Joe Portman	Kaw
MINI JR	
Jeff Ashby	Kaw
125 BEG	
Anthony Dilulio	Yam
Jason Rook	Hon
Blake James	Kaw
250 BEG	
Neil Needham	Hon
Mark Scherer	Kaw
Daren Parsons	Hon
125 NOV	
Les Briscoe	Yam
Danny Wellborn	Yam
Chris Walters	Hon
250 NOV	
Greg Denison	Hon
Tom Eller	Yam
Johnny Jones	Suz
OPEN NOV	
Jack Yost	Kaw
David Smith	Hon
Jeff Douglas	Hus
COMB EX	
Dennis Hawthorne	Kaw
Paul York	Yam
Nick Cardova	Hon
COMB INT	
T.J. Mooney	Kaw
Lorne Burton	Hon
Scott Schambacher	Kaw
OVER 30	
Tom Eller	Yam
Randy White	Hon
David Folmar	Yam

D-37 Mid-year Point Standings Enduro Division

VETS	
Mark Cook	770
Lowell Spiva	690
Greg Newland	600
Ken Markling	550
David Babroff	460
Jamie Litton	420
Clyde Litton	410
Ben Starr	370
Robert Burtis	365
Jack Labrum	365
Russ Jones	310
Rick Arnold	300
Roger Toubeaux	290
Randy Daugherty	270
Bill Pallotto	270
John Jacobson	265
Phil VanWey	240
Mike Ferro	239
Dean McCoy	234
Sam Bell	230
Curt Clark	219
Russell Will	200
Randy Liebig	200
John McArthur	180
Leo Vandermeuler	155
Karel Kramer	148
Michael Burnett	130
Bruce Boring	120
Lee Johnson	120
Robert Stoley	115
Terry Bleyl	115
Glenn Larson	112
Lynn Detlor	110
Ken McLean	110
Robert Scapa	110
Bill Rodgers	105
Gregg Winkel	90
Paul Wilson	90
Ron Alvis	80
Bruce Borton	80
L. Kunkel	51
Chris Rude	45
Larry Curl	40
Curt Randall	35
Jon Peterson	30
Bob Pawlak	30
Larry Alton	25
Doug McIntyre	25
Steve Peters	20
Tim Carlson	10
SR	
Morris Norman	700
Art More	600
Jerry Bailey	580
Harry Keast	550
David Sweeny	520
Don McNamee	470
Paul Leos	380
Pat Souza	315
Dennis Tooman	295
Norm Wykoff	280
Ross Termin	260
Dennis Seammell	250
Tim Hibbard	205
Gerald Savella	200
Ed Butler	190
Doug Johns	185
Wm Miller	160
Pat Kanczgdwski	155
Bill Daniel	150

Art Jensen	145
Don McDonald	135
Jim Seulke	110
Dennis Perrin	109
Doyle Pipins	100
Ron Hill	100
Colin Smith	100
Don Nelson	95
Bill Newkirk	90
Roger Alves	90
Wayne King	75
Dave Baker	70
Pate Markeze	70
Cliff Dysart	67
David Bushntz	60
Tom Murphy	55
Armand Fidanza	53
John Barnett	50
James Morrison	49
Philip Bellows	44
Gregg Turk	40
Wayne Embree	40
Philip Leyva	40
Don Jaco	40
Joe Capucci	29
Tom Bristol	25
Jeff Nolke	15
Paul Freud	13
A-OPEN	
Chip Howell	800
David Keith	610
Rick Daniel	480
Steve Williams	360
Jeff Henning	340
Ken Lewis Jr.	330
Mike Wokal	325
Kent Perkins	300
James Bortree	270
Lindsey Pickens	265
Tim Moore	250
James Jansen	235
Bruce Orr	195
Bobby McLain	190
Jack Simmerman	170
Steve Platt	130
Monte Dinwiddle	130
Jerry Smith	120
Larry Underwood	115
Stephen Coley	100
Dan McNeilly	90
Steve Lie zeit	75
Alan Poznoff	73
David Dobbins	65
Rick Pecklam	60
Gary Garnee	50
Piper Weckerly	50
250	
Scott Sampson	770
Bill Fullmer	700
Grant Palenski	610
Robb Mescher	580
Mike Garrett	430
Kurt Butler	370
George Hamill	320
Mark Wiechman	310
Doug Heila	270
Steve Jensen	270
Michael Hastings	255
John McCormick	250
Chris Stapleton	250
Jesus Plascencia	195
Steve Herman	190
David Kerr	180
John Epperly	160
Daniel Radd	160
Bob Viers	150
Randy Pretzer	145
Robert Morrison	145
Eugene Hibbard	135
Dick Schaffer	115
Craig Gerald	100
Shawn McGrew	80
D.J. Potter	75
Scott Tooman	70
Brad Hand	60
WOMEN	
Candy Hand	400
Dana Bell	360
Jerilyn Posnoff	240
Glenda Jackson	165
Kathy Laboum	150
Anne Crawshaw	105
Laurie Hammel	35
0-200	
Garner Palenski	740
Donnie Simone	690
Ron Reinholdson	500
Joey Bonello	450
John Jacobson	440
Mike Smith	350
Jon Speight	310
Wm Cooke	300
Robert Bush	280
Dale Samford	240
Chuck Welch	180
Brent Carpenter	165
Todd Johnson	150
Dave Matus	140
Richard Powers	80
Ed McCullen	70
David Zuniga	50
David Hurt	50
Tim Whisnant	50
Brad Turner	40
FOUR-STK	
Kevin Hopkins	660
Peter Postel	660
Mike Haney	650
Jim Townsend	550
Dave Thornberry	530
Tom Getzfried	360
Fred Hayes	320
Eric Nicholson	315
John Pomo	300
John Ferro	300
Randy Schwalenberg	245
Tim Stoner	220

Vernon Gabbert	200
Kim Palmer	190
Dan Richardson	130
Bill Staley	130
Brian Littlejohn	120
Dake Riker	115
Todd Cornish	110
Dennis Pecelow	90
Mineshaft	80
Dyno Clark	75
Roger Young	65
Joe Tabush	65
Robert Crawshaw	50
Brent Craig	50
Arnold Comproni	50
Tim Whisnant	45
Shawn Lacy	35
Steve Wampler	25
John Barnett	5
SUP SR	
Ron Fry	660
Bill Fullmer	600
Bill Hutton	570
Don Litton	410
Bill Greene	355
Marvin Goosen	320
Ron Morganthaler	290
Bill Adams	200
Harold Holsted	200
Neil Keith	195
Basil Sanchez	100
Bud Hedrick	20

Dist 36 Enduro Point Standings as of June 1985

SPTSMN	
Jeff Irwin	126
Dave Bertram	120
John Haaker	117
Bob Terwilliger	116
Scott Taggart	94
Duke Lambert	92
Mitch Lenz	82
Don Hoagland	72
John Poor Jr.	71
Jeff Naff	64
Jeff Henning	63
Craig Fator	61
Matt Cullins	57
Doug Chestnut	54
George Hendrix	48
Steve Shoemaker	46
Richard Adan	45
Brian Beatie	40
Jeff Church	38
Greg Ferguson	36
SR	
Randy Carles	97
Jerry Kramer	68
Frank Showers	53
Richard Christian	38
Chuck Crist	33
Walter Peterson	30
Ivan Johnston	22
Rick Guidice	20
David King	20
Charles Morgan	16
VETS	
Bill Dart	64
Don Matheson	55
Peter Prichard	48
Tom Jepson	44
Cliff Glidden	39
Dan McConnell	38
Bruce Kelley	35
Brad Seder	21
Ken Mirell	17
Frank Howe	13
SUP SR	
Bud Hamilton	62
Bob Sangalli	44
Jesse Goldberg	36
O.D. Urban	23
John Nelson	17



Trophy Pickup

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VERA'S LEATHERS — Best personal service/value/delivery time. Compare racing apparel/street wear/karting. Talk w/design consultant or check prices. (714) 592-4735. Repair/alter any leather garment. 466 W. Arrow Hwy. #K, San Dimas, CA 91773.

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WHITE BROS — 11750 Seaboard Circle, Stanton, CA 90680. Complete service & set-up on all singleshocks, Uni-Trak, Pro-Link & Floater & White Power. 1-2 day turn around. (714) 891-2221. For parts call (714) 895-1991.

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SIMI VALLEY CYCLES — Yamaha/Suzuki/Husky dirt & street bike sales. Hard to find FJ1100s in stock. Call us before you buy. Open Tues.-Fri. 9:30-6, Sat. 9:30-5. 2902 Los Angeles Ave., Simi Valley, CA (805) 522-3434.

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WANT ADS

September 4, 1985 CYCLE NEWS

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Suzuki Mechanic Needed

Cole Brothers, Inc. (818) 980-3715. (232TFN)

Honda Mechanic

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★ Sales ! Service ! Parts ! ★

L.A. City's LARGEST KAWASAKI YAMAHA dealer has IMMEDIATE OPENINGS for qualified applicants. Ask for Art at (818) 352-7897. (225TFN)

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Year 'round work. 21 year dealership. San Rafael Yamaha, (415) 456-0335. (233/34NWX)

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Technical Advisor US Suzuki Motor Corp.

We're seeking a self motivated individual to fill a technical advisor position. Position requires extensive overnight field travel, assisting our dealers with their service needs. To qualify you must be a strong communicator, like to help people, and have a strong technical background and service management experience. Suzuki knowledge is preferred but not required. We offer an attractive starting salary, company van, expense account, thorough training program and other excellent benefits. Present area opening is for the mid-Atlantic states. Applicants are also encouraged to apply for future openings in other territories around the country. Resumes should include a personally hand written cover letter. Please reply to US Suzuki Motor Corp., P.O. Box 1100, Brea, CA 92621-1100, Attn: Personnel Dept. NO PHONE CALLS PLEASE. (332/34NWX)

Isn't It Time To Make A Change?

Large Southern California Honda dealership has immediate openings for qualified professional experienced Honda service technicians. 5 years minimum experience, excellent pay, good working conditions. Uniforms paid. Call (213) 466-7191. Ask for Gary in Service. (232/34)

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Must have experience and references. Yamaha shop. (213) 306-7906. (230TFN/NWX)

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Wanted for expanding Suzuki dealership. Must be well tooled with experience. Orange County area. Call (714) 646-2428. (233/34)

Mechanic

Must have experience in motorcycle shop. Plenty of work. Contact Lancaster Yamaha, 45310 23rd. St. West, Lancaster, CA. (805) 945-5994. (233/36)

Mechanic / Service Manager

Immediate opening for service manager/mechanic, experienced in Suzuki products. Willing to train individual who would like to advance up to a service management opportunity. Excellent pay and benefits. Call for appointment, Inland Empire Suzuki. (714) 881-1641. (233/34)

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Experienced pro with desire for career with one of the top West Coast Honda dealers. Contact Bill McLean KOLBEHONDA, 7514 Reseda Blvd., Reseda, CA 91335. (818) 345-7616. (224TFN)

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Sales / Mechanics / Parts

Fast growing west side Suzuki Kawasaki dealer wants experienced aggressive people for sales, service, and parts. For appointment, ask for Marshall, (213) 854-7788. (233/34)

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Full time, Suzuki experience preferred. Must have own tools. Orange County area. Ask for Steve, (714) 871-2460. (233/36)

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Wheelsport/Espirit has positions open in Arizona/New Mexico and Denver, Colorado. Guarantee against commissions. Expenses and benefit program. Experience in M/C sales preferred. Send resumes to P.O. Box 4768, Portland, OR 97208. (133/35)

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Large West Coast distributor seeks experienced self motivated individuals. Exclusive and name brand products in protected territories. Hurry, only a few opportunities available. Contact Steve at Van Leeuwen Enterprises. (818) 896-2200. (234/35)

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Yamaha Mech. in Ft. Lauderdale

Ft. Lauderdale's largest Yamaha dealership needs experienced Yamaha mechanic. Top pay for experienced person. Good benefits. Year around employment. Call Robin, (305) 565-3110. (234/37NWX)

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L.A. area Honda dealer has opening for experienced service manager. Must be knowledgeable of Honda products and procedures. Qualified individual may arrange for interview. Call Wayne at Town and County Honda, 4460 E. Gate Ave., Bell, CA 90201. (213) 773-2164. (234/37)

Service Writer Needed

We need one fully qualified service writer for immediate employment. Must be ready to work in a clean, well organized Honda motorcycle dealership. Honda knowledge is a must, BMW knowledge is helpful. Send resume to: Dept. CB, c/o Cycle News, P.O. Box 498, Long Beach, CA 90801-0498. (234/35)

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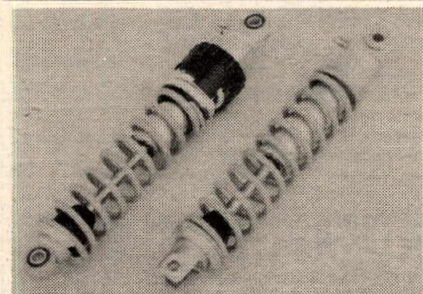
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Excellent condition, \$1350/OBO. David, (213) 941-5105. (334/36)

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1984 750 Interceptor

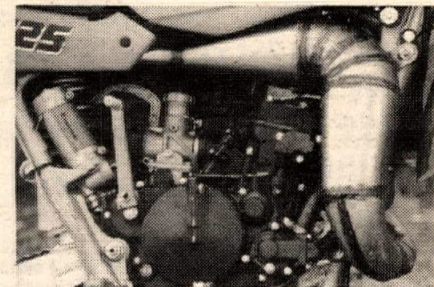
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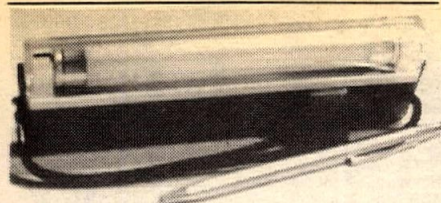
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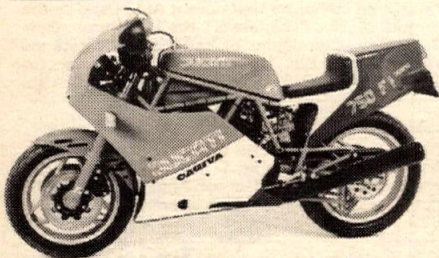


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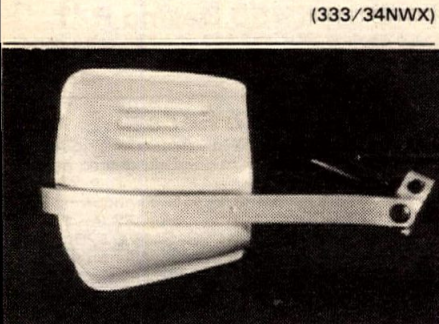
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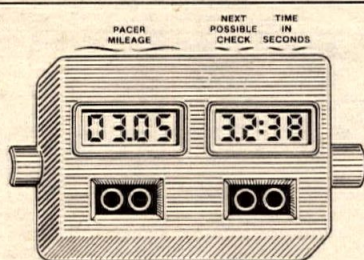
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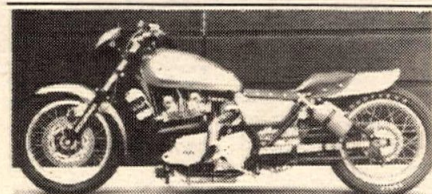
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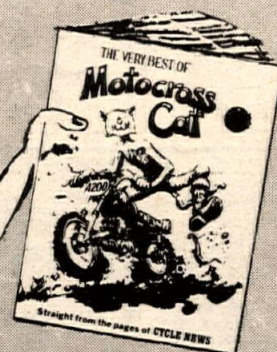
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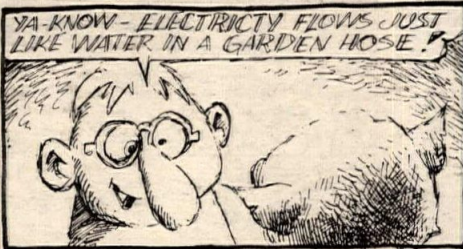
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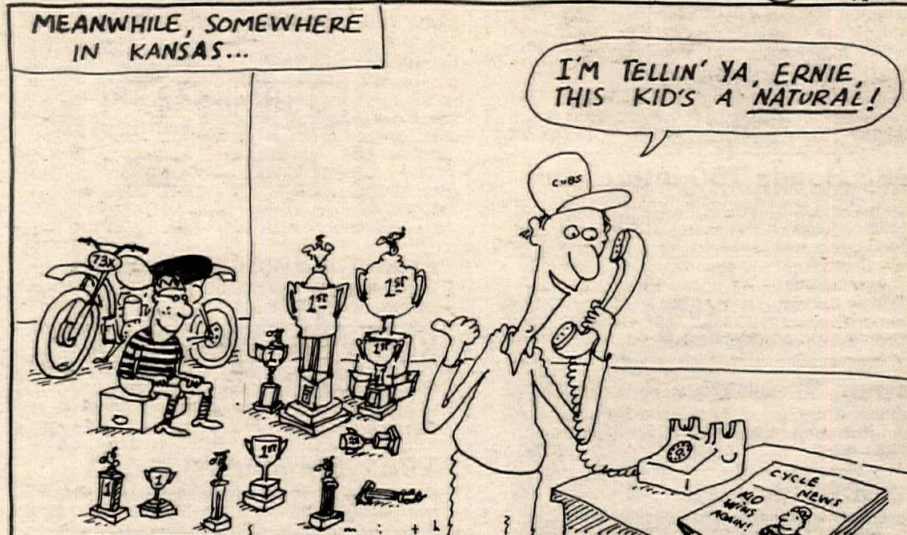
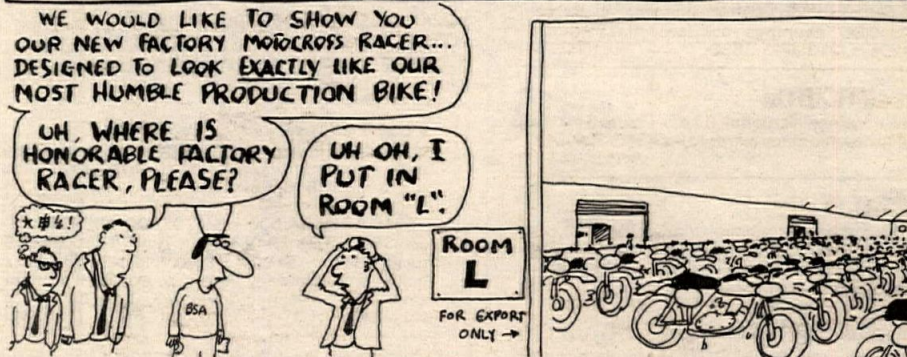


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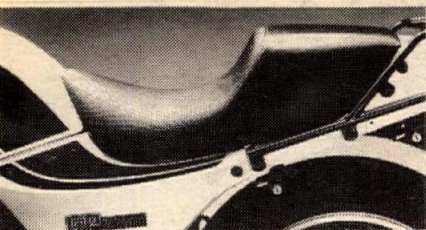


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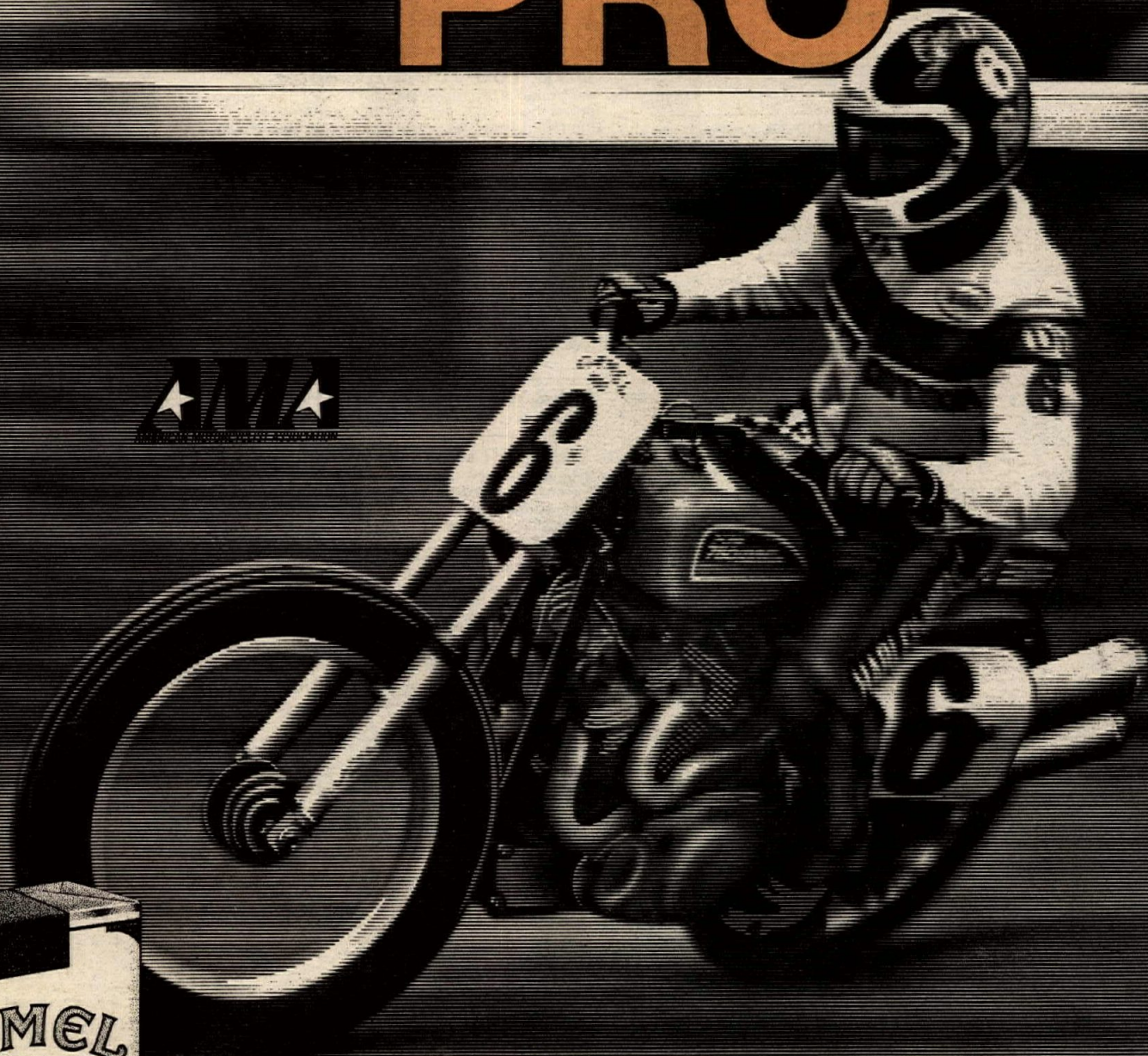
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